CARSTENS PUBLICATIONS
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RAILFAN

RAILFAN & RAILROAD

48760

Last days of THE R ROCK

05
0 71896 48760

- Chasing Chessie's Philly Jet
- Colorado's Cadillac & Lake City

KODACHROME RICHARD KUNDERT

CHICAGO, MADISON & NORTHERN acquired ex-C&NW RSD5 1689 last summer, and in late December it had received the road's handsome "Soo maroon" and red colors but was pressed into service before the heralds could be applied to the cab sides. Shown here at Janesville, Wis., on January 9, 1982, with CM&N's ex-American Crystal Sugar/nee-D&RGW F7 564, the Alco can usually be found working out of Monroe on ex-IC and ex-Milw. lines.

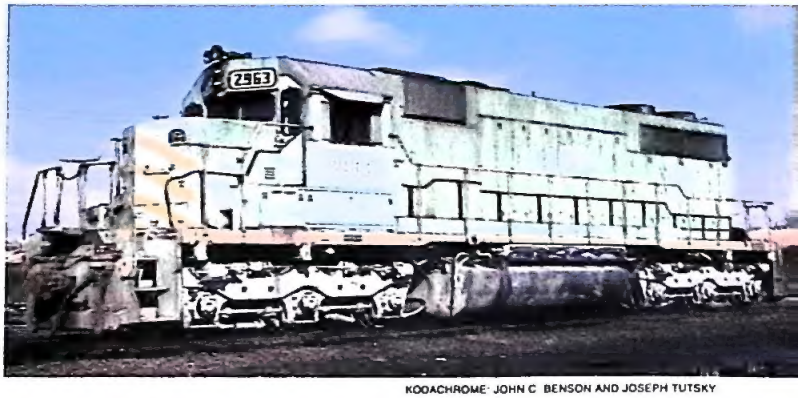
Railnews

KODACHROME HAROLD CASTLEMAN

NORFOLK & WESTERN repainted three GP38AC's (4104, 4107 and 4129) into this experimental paint scheme; the 4129 was at Roanoke on December 28, 1981. The N&W's ex-ITC SD39s have been assigned to Brewster, Ohio (below). See page 22 for details.

KODACHROME DIANE L. BRADLEY

NORTH CENTRAL TEXAS is a new railroad leasing ex-OKT ex-Rock Island trackage between Dallas-Ft. Worth and Chico, Texas. Its first unit is ex-FEC GP7 612 leased from Xtra, Inc., rebuilt and painted by Diesel Electric Services in Dallas.

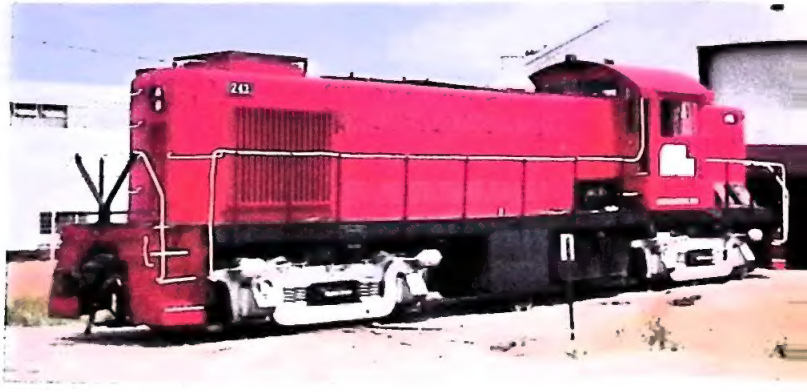


KODACHROME JOHN C. BENSON AND JOSEPH TUTSKY

KODACHROME BILL RAIA

LA SALLE & BUREAU COUNTY is expanding its Chicago area operations with industrial trackage in the Calumet Harbor area using ex-UP GP9 273 named *Sea Dog 1;* Proviso, Dec. 11.

KODACHROME MARK A. DENIS



SIDNEY & LOWE R.R. is relaying track in the former Sioux Army Depot near Sidney, Nebraska, to serve Glover car shops. S&L operates ex-RI RS1 743, now S&L 243. See page 22 for details.

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From the Publisher's desk: E. J. Quinby

The death of Edwin Jay Quinby last October at age 87 leaves a void in the ranks of railfans and particularly among electric railroaders that can never be filled. Quinby helped found both the Electric Railroaders Association and the Branford Electric Railway Association. He was an accomplished telegrapher, organist, calliopist and inventor. His dream of building a calliope on an open Branford museum trolley was perhaps—mercifully—never realized. It was to have been called a "Calliope Trolliope!" That was pronounced "cally-ope trolley-ope."

Only those who never played them called them 'ca-lie-oh-pees,'" said Quinby.

Fresh out of City College of New York, Quinby joined the North Jersey Rapid Transit as a lineman in 1915 and in turn also acted as barnman, conductor and motorman. His exploits are included in his book we published on the NJRT, INTERURBAN INTERLUDE. The North Jersey finally gave up the ghost on January 1, 1929. Quinby got word of the abandonment some weeks later and armed with a movie camera made his way to the line's shops and barn at Ho-Ko-Kus. Quinby was able to arrange for one last run using the interurban's No. 8 work car. Extra flags in hand, Quinby and a few others climbed aboard No. 8 for the run to Paterson and back. The line north of Ho-Ho-Kus had already fallen prey to the scrapper's torch.

One could wish that the footage was longer, but it shows an undeveloped area far different from the same area today. I first saw the footage at an ERA meeting in New York many years ago and later was given the privilege of copying the film to which I added a sound track. Quinby indicates that the original was shot on 35mm film, although his copy was 16mm. The 50-year-old film had already begun to shrink when I was able to copy my super 8mm version.

During the 1970s, Quinby led a group of railfans on a tour by car of the right-of-way, still maintained almost entirely intact as a power transmission line. Concrete abutments and various other traces of the line were still visible to those who knew where to look.

To the end, Quinby's home was a repository for relics of the North Jersey. He had his NJRT hat and jacket, controller and an arc headlight, plus models in half-inch scale which he made around 1930. His model of No. 8 is usually to be seen at the Branford Museum, but the rest of the half-inch scale equipment is now owned by the writer, along with the arc lamp.

Quinby was always able to provide the new railway enthusiast with the background and history so fascinating and important to the novice. If the passage of time made some of his tales a bit more colorful than they perhaps had a right to be, the railfan community is the richer for it.

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cover

Nearing the end of Rock Island operations in Louisiana, the southbound Winnfield Local approaches Ruston with engineer J.W. Hunt, Jr., doing the honors on Geeps 4436 and 4446, both wearing "The Little Rock" lettering denoting their assigned service to the semi-autonomous lines south of Little Rock, Arkansas. The autumn-flowering saltbush in the foregound reflects the locomotives' colors in this twilight scene. The painting is casein on hardboard and was done specifically for this cover by Bob Karsten, who relates his observations of the "Last days of The Rock" in this issue.

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Wisconsin & Southern

Thanks so much for Stan Mailer's story on the Wisconsin & Southern; it was terrific. We visit the line often when we're off school; we go down to Horicon to find out where the power is that day and then go looking for it. We've seen everything from Day One to date.

We had some questions about the motive power situation and those duplicating numbers, but your MARKERS "Numbing Numbers" answered them perfectly. To the best of our knowledge from first-hand observation, all the information in the article was correct and up to date.

JAY TAYLOR
STEVEN BAYORGEON
Appleton, Wis.

A lot of *Bull*

Now honestly, isn't 15 pages on the *John Bull* about 13 too many? The railfan press grossly overcovered the Sacramento Railfair, and I certainly hope the same won't happen with the *John Bull* restoration. With so much coverage devoted to what I consider as having minimal (at best) interest, the January 1982 RAILFAN must go down as the least interesting issue to date.

G. GERRISH WILLIAMS
Mt. Holly, N.J.

Four stars for Jim Boyd and John White, Jr.! The quality of their writing is first class. I felt as though I was right with them from the museum to the Calverton Branch to the Georgetown Branch.

The writing was superb, and the photography was outstanding. All of the photos could very easily have been taken 150 years ago if they had cameras back then. Thanks for leaving out pickup trucks and TV antennas. The only thing that dates some of them is the trackwork.

DONALD DAMOUR
Concord, N.H.

That was far, far too much on the *John Bull*. Fifteen pages was much more than I wanted to know.

RICHARD W. STORY
Geneseo, N.Y.

Enjoyed the story of *John Bull* and the Camden & Amboy Railroad in the January issue.

The map of the Camden & Amboy is not quite correct, though. In 1855 the New Brunswick - Trenton line departed from the present ex-PRR right-of-way at Monmouth Junction (then Dean's Pond) and went west and followed the D&R Canal to Trenton. During the "Rebellion" of 1861-1865 the present route was built. Princeton was no longer on the main line; the Princeton Branch provided service into town. The railroad considered building a plank road from the new track to town, but did lay iron rails. The Smithsonian book on the *John Bull* also does not show the original track route from Monmouth Junction to Trenton but mentions the track change in the text.

Service on the branch to Princeton was provided by a steam car. Unfortunately no railfan was around to record the car on film. Have found a view of a similar car which operated in the same era on the Perth Amboy & Woodbridge R.R.

EDWARD T. FRANCIS
Livingston, N.J.

I was very upset to see the January issue of R&R spoiled by yet another long and boring article on a steam engine that should have stayed in the Smithsonian. There are only a limited number of steam locomotives running, but every issue is filled with every detail of various engines and various trips. With many breeds of diesels becoming rare, let's do articles on these instead.

Many people who read your magazine don't remember steam and can't relate to it, so give us diesel-lovers a break.

Fifteen pages of *Bull* stinks!

ALAN LITTLE
Galloway, Ohio

Your spread on the *John Bull* event was splendid. What a fine record of the event. You have said it all, and I thank you for doing so eloquently and in depth. I have shown the magazine to the other staff members involved and they all shared my enthusiasm.

JOHN H. WHITE, JR.
Curator
Division of Transportation
The American Museum of Natural History
Smithsonian Institution
Washington, D.C.

⇐ *The* John Bull *features got about an equal mix of abuse and praise. The coverage "just growed" as more and more of the story seemed to need being told. It was an important event that deserved coverage, but I can understand the diesel fans' lack of interest—and you'll notice that the next few issues had lots of Fs and Alcos—J.B.*

The dark side

Concerning your CAMERA BAG in the January issue on "the dark side," I can't believe you wasted the whole column trying to convince readers that the September 1980 R&R cover shot of NKP 2-8-4 765 was "dramatic" and that you used artistic and personal judgement in selecting it. Hogwash! It was a lousy shot taken from the "wrong side"—or the unlighted side, and you know it. Those types of "artsy-craftsy" shots don't cut the mustard with fans who trade and sell slides. How many "dramatic" dark side shots do you think you could trade or sell at a "World's Greatest Railfans" meet? Darn few, I'll wager!

GIB ALLBACH
Bensenville, Ill.

Railfanning is:

Suddenly realizing SDP40Fs are rare.

Having always enjoyed your CAMERA BAG column, I really got a smile out of your advice on using "the wrong side" of the subject. Several years ago a commercial photographer friend was looking over Steinheimer's book *Backwoods Railroads of the West* and offered similar explanations for how Stein got the almost three-dimensional quality of light in some of his photographs: cross lighting and backlighting—working from the "wrong" side of the tracks. Indeed, it's hard to understand why so many fans feel they must have the sun over their shoulder to take good pictures. But like you say, it depends on what the picture is intended to do. A modeller wouldn't have much luck if the all-important details were lost in a heavy shadow area. Still, it's more fun to go out and try to see things as if you'd never seen them before and try to come up with a fresh approach to subjects you've known and loved for years. Using the "wrong" side of the tracks is a good way to start!

TED BENSON
Modesto, Cal.

I enjoyed your comments in CAMERA BAG; I often shoot the "dark" side by choice. I feel I can sometimes improve a shot 100% by doing so. It strikes me funny that people will automatically run to the sunny side of a shot without even considering the alternative.

Incidentally, those were nice night shots of the *John Bull* and BAR BL2s. You keep that up and you'll get the hang of night photography yet! Ha!

JOE McMILLAN
Woodridge, Ill.

A Night to Remember

I just finished reading Bruce Nett's "A Night to Remember" in the January issue, and I have to tell you that I enjoyed it very much. I followed the movement of the trains through Saint John, New Brunswick, and photographed them from a very high hill overlooking the station.

It is with much regret that VIA's *Atlantic* was removed from service. I took my son to Montreal in August, and we found the train trip terrific, diner service superb, and the Bingo game in the diner after dinner a lot of fun.

During the summer I recorded the *Atlantic* as it screamed through Rothesay on many occasions. Each time I called out the numbers of each car as they flashed by. It was quite a sight. First the horn two miles away; then soon the crossings at the far end of the Rothesay station would start ringing, followed shortly by the crossings at the other end of the station; then VIA *Atlantic*.

Thanks again for a superb report.

NORMAN D. NILES
Rothsay, N.B.

VIA sleepers

I must congratulate Bruce Nett for a truly outstanding effort in "A Night to Remember." It was especially enjoyable since I had just ridden the *Atlantic* earlier this month before its unfortunate and totally unreasonable demise.

The concept and atmosphere of his article on Brownville Junction was exceptional; however, a small error crept in. The two stainless steel plated sleepers purchased from the Bangor & Aroostook in 1965 by CN and subsequently transferred to VIA were: BAR 80, *North Twin Lake* (CN 1190, *Green*

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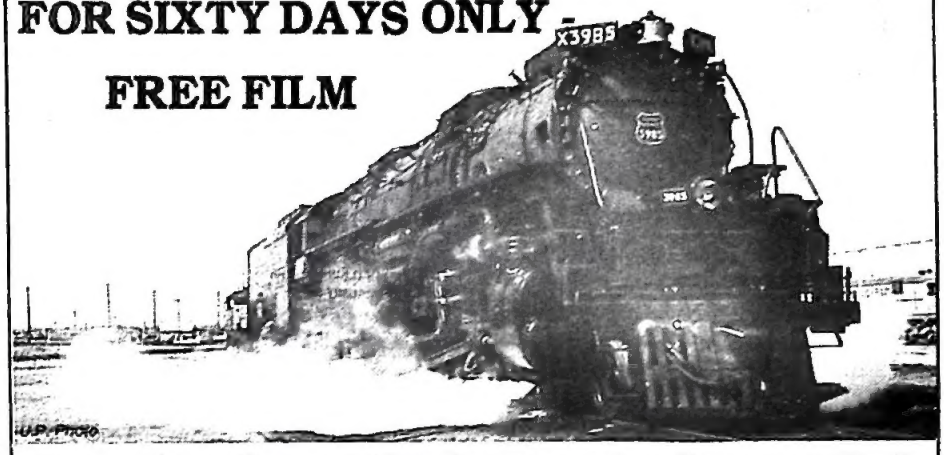

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Gables); and BAR 81, *South Twin Lake* (CN 1191, *Greenoch*).

Identical cars were purchased from the Boston & Maine in 1966: B&M 31, *Dartmouth College I* (CN 1192, Greendale); B&M 32, *Dartmouth College II* (CN 1193, Green Harbour); B&M 33, Rye Beach (CN 1194, *Greenhurst*); and B&M 34, *Salisbury Beach* (CN 1195, *Greenwald*). The B&M 31 and 32 were originally *Hampton Beach* and *Old Orchard Beach*, respectively. The *Beach*-series cars ran on the *State of Maine* and *Gull* trains, and later they ran on the Connecticut River line to White River Junction (in the vicinity of Dartmouth College, hence the renaming of the two cars). Being of the same configuration as the BAR sleepers they may very well have ventured onto that line.

These six products of the Pullman Standard plant in Worcester had some very interesting assignments in the general Pullman pool after the B&M and BAR ceased to run them and went as far afield as the Erie and the C&S before being sold to the CN. The other cars in the CN/VIA *Green* series of 6 Section/6Roomette/4 Double Bedroom configuration, such as 1168 *Greenshields*, Numbers 1162-1181 were smooth sided and built new for the CNR in 1954. In my estimation these are the finest and most practical sleepers on the VIA roster—quiet, comfortable and smooth riding. They provide a large percentage of the economical berth space much in demand by the Canadian public.

Mr. Nett also mentions several of the *Falls* series cars being in the consist at Brownville Junction that night. These cars (CN 2095-2106), 14 Roomette/4 Double Bedroom, were purchased from the Frisco in 1965 and originally were stainless steel plated. This plating was removed by CN shortly after the cars entered service to make them blend with smoothsided equipment on the transcontinental trains. (The B&M and BAR cars were not used on the western runs and generally ran on the GTW services out of Chicago.) The Frisco retained four of these cars (including, rather ironically, *Canadian River*) for their remaining Kansas City to Birmingham night run after the others were sold to the CN.

With the severe cuts in VIA passenger service, the future of the *Falls* series can not be very bright. It is interesting to compare the riding qualities of various cars used on the International of Maine route in the past 15 years I have ridden it. The CP's home-built *Grove* 10 Roomette/5 DBR sleepers provided a solid ride on what is not first-rate main line trackage. Later, certain Budd cars were assigned to the line, for some reason providing an absolutely terrible ride. The Pullman Standard equipment provided by VIA was a great improvement.

CARL V. EHRKE
VIA ticket agent
Belleville, Ont.

Last Turbo

The caption for the Turboliner picture on page 29 of January R&R '82 is a little misleading. The Turbos were removed from service on the Chicago-Milwaukee route the day after Labor Day, September 8. I believe 330 that day was the last run to operate with Turbo equipment. Train 331, with an F40PH and five Amcoaches, left Chicago minutes after 330 pulled in that day to begin the new order.

As an aside, doesn't that rehabilitated Milwaukee main line look great in Terry Norton's picture? With the "Milwaukee II" Booz Allen & Hamilton operating plan in effect, there are plenty more freight trains too, although passenger service has been slashed.

MILE BLASZAK
LaGrange Park, Ill.

Steve Maguire

It was with a great deal of regret that I read of the passing of Steve Maguire in your January issue. It was his column in the '40s that expanded my traction horizons beyond the hometown Milwaukee Electric and North Shore. After a recent move to New England he was kind enough to make available photos of a long-gone local trolley line. He will be missed by traction fans.

I hope that you will continue his column.

ROBERT E. HEGLUND
Hopedale, Mass.

It is with deep regret that I learned of the passing of Steve Maguire, whose TRANSIT TOPICS column I have followed for many years. It is my hope that you will continue the column with another correspondent. I will say that main reason that I purchase RAILFAN & RAILROAD is to read the current news about transit.

LEWIS WEINFELD
New York, N.Y.

Steve Maguire has been a friend to railfans and electric transit improvement for far more years than a person would believe possible. He possessed sterling qualities, including that of giving credit wherever due. His pages over the years have been the first that many of us turned to and were never disappointed. He and Freeman Hubbard were jewels.

ROBERT J. SWAN
Long Beach, Cal.

Since your magazine has been my introduction to and sole contact with Stephen D. Maguire, it seems appropriate to write you to express my sympathy on his passing. Like thousands of my fellow readers, I felt I knew him through the column he wrote for so long. His updates on the urban rail transportation scene kept us up to date with a rail area little or no attention was paid to elsewhere. His interest, his enthusiasm, his thoroughness made him a friend. I will miss him.

WALTER J. DUNLAP
Virginia, Minn.

These letters are typical of the many we received concerning the late Steve Maguire. While there was never any serious consideration given to discontinuing a transit column, we were concerned about finding a worthy and reliable successor to Maguire. That turned out to be less of a problem than we had anticipated, and with this issue we are introducing George Smerk's Transit Currents *column, which will follow in Maguire's respected tradition—J.B.*

Tallulah Falls caboose

The Alexander Chapter of the NRHS has recently come into possession of a wooden caboose, X-5, formerly of the Tallulah Falls Railway. This car is about 85 years of age and is in need of both repair and/or restoration. Anyone who has any information on this car in its original appearance, or who has had experience in work of this type, is invited to contact us.

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Calendar Call

Our last calendar entry for the year is one that wasn't out on the general market initially but got such good response that it's been made available to the public. *The Mad River & NKP Railroad Society, Inc.*, P.O. Box 42, Bellevue, OH 44811, produced an extremely handsome 11×17" folded-out wall calendar as their winter newsletter, and it features very crisp and clean reproduction of 13 pieces of original artwork by four different artists in a variety of pen-and-ink styles. Subjects include an NKP PA and 0-8-0, a Lake Shore Electric snow sweeper, an EL RS3, a CUT electric, Milwaukee H12-44 740, an EBT 2-8-2, B&O Geeps and the Seville depot, Wabash F7 671 and others, including a particularly interesting A-B-B-A set of Pennsy Sharks. It's a truly fine calendar for the remarkable price of $2.00 postpaid.

Product News

The First Northerns, Northern Pacific A Class 4-8-4, by Tom Dressler is Number Four in the "Classic Power" series by *N.J. International*, 77 West Nicholai St., Hicksville, NY 11801. This well researched and illustrated 100-page softcover book includes black & white roster, action and detail photos of all classes of NP 4-8-4s plus color photos and a fold-out color rendering and HO scale drawing of Class A 2605 by artist Alan B. Chesley. The price is $12.95.

While we're on the subject of big locomotives, *Garratt Locomotives of the World*, by A.E. Durrant, published by *David & Charles, Inc.*, North Pomfret, VT 05053, is a handsome 208-page 8½×11" hardcover volume intensely documenting, rostering and illustrating the world's Garratt articulateds. It includes some fine action photography and a good number of color photos. The price is $25.

Tie Lines, Box 391, Scotch Plains, NJ 07076, is offering the first in its new line of railroad motif neckties in authentic colors with a pattern of railroad heralds. Presently available are gold PRR keystones on Tuscan red, white CNJ "Blue Comet" on navy blue, CNJ orange "Statue of Liberty" on blue and CNJ yellow "Statue of Liberty" on green. These are 100% polyester ties with embroidered heralds. Price is $9.75 each, postpaid.

The Cass Collection, by John Killoran, is a jumbo format 13×10" 56-page softcover, depicting the first 20 years (1961-1981) of West Virginia's Cass Scenic Railroad. In addition to photos of Cass itself, there are special runs and Cass equipment operations on WM, B&O and C&O plus historic views and night photo sessions. The first edition, limited to 1000 numbered, signed copies, sells for $8.95 plus $1.05 postage and handling (W.Va. res. add 5% tax) from *Trackage Rights, Inc.*, P.O. Box 299, Scott Depot, WV 25560.

McMillan Publications, 3208 Halsey Drive, Woodridge, IL 60517, has announced that they are back in print with Bob Olmsted's very popular *Prairie Rails*, a 168-page hardcover pictorial of C&NW action from commuter trains to Alco RSD's on the prairies. The price is $23.95.

Rails through the Rockies is the name of a new board game designed by John C. Luecke and manufactured by *Adventure Games, Inc.*, 1278 Selby Ave., St. Paul, MN 55104. Played on a re-usable plastic map of Colorado, the players, as presidents of railroad companies in the 1870s, struggle to build their railroads over mountains competing with the weather, natural disasters, the economy and each other. Towns and mines provide the revenues for construction and maintenance with western-style banknotes. The rulebook is illustrated with appropriate Victorian railroad scenes. The retail price is $14.95.

NOTICE

The March 1982 issue was incorrectly identified on the contents page as being Volume 4 Number 5. That issue was in reality Volume 4 Number 3. We regret any inconvenience caused by this.

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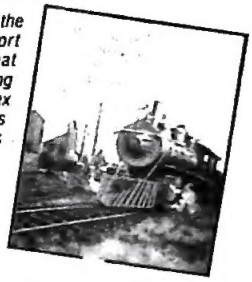
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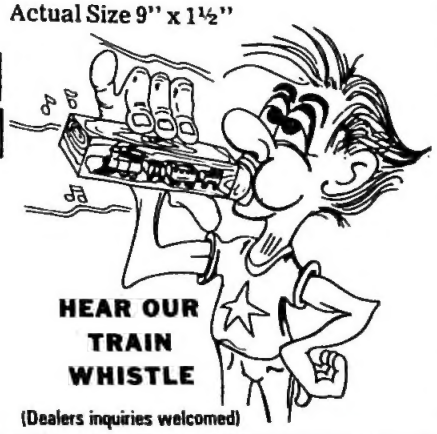
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Traction books

With this issue we are bringing two new contributors to the magazine to fill in for the late Steve Maguire. While Prof. George Smerk will handle the TRANSIT CURRENTS column, Chicagoan Joe Diaz will keep us up to date in the traction publishing world with the "Traction Publications" segment of RAILROADIANA. Joe has done a number of book reviews for us in the past and is well acquainted with the field of traction books.

Traction Publications by Joe L. Diaz

FARES PLEASE! *Those Portland Trolley Years* by John T. Labbe is a 164-page 8½×11" soft cover, perfect-bound book detailing the history of street and interurban railways in Portland, Oregon. The story, illustrated with over 240 photographs, covers the very beginnings of the city through the end of Electric Railway operations in 1958. There is an excellent fold-out trackage map of the Portland Railway Light & Power Co., plus numerous individual route maps. A good quality publication of considerable interest at a modest price of $12.95 from *The Caxton Printers, Ltd.*, Caldwell, ID 83605.

SACRAMENTO NORTHERN, *Interurbans Special No. 26.* This is a reprint and update of the original SN Ry. book authored and published by Ira Swett in 1962. There are 208 pages, 8½×11" soft cover, perfect bound, illustrated with over 175 photographs, numerous maps and diagrams, along with timetables, public and employee with rules and instructions. This is a welcome addition to the Sacramento Northern literature. Priced at $18.95 from *Interurban Press,* P.O. Box 6444, Glendale, CA 91205.

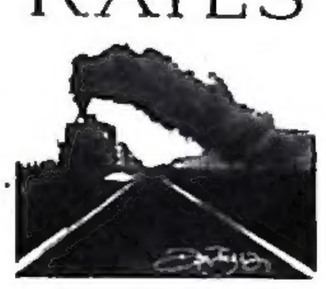
CLEVELAND SOUTHWESTERN & COLUMBUS TROLLEY by Max Wilcox and Clayton Hallmark is a revision and reprint of Max Wilcox's *The Cleveland Southwestern & Columbus Railway Story* published originally in the early 1950s. This 5¼×8½" staple-bound book contains 64 pages and 32 photographs, with a route map on the front cover. It is the brief but interesting story of the Cleveland & Southwestern, its origins and connecting interurban lines. Price is $5.95, available from *Clayton L. Hallmark,* 12 Jennings Court, Shelby, OH 44875.

BISCAYNE BAY TROLLEYS, *Street Railways of the Miami Area,* by Ed Ridolph, is a 96-page, 8½×11", softbound, illustrated history of street railway operations in Miami, Florida. There are in excess of 80 photographs herein, along with detailed route/trackage maps. A nearly complete accounting of all the cars operated by the five companies over the years is given in detail. This book will doubtless remain the definitive account of street railway operations in Miami, a subject that has heretofore received scant attention. It is priced at $9.00 from the publisher, *Harold E. Cox,* 80 Virginia Terrace, Forty Fort, PA 18704.

TRACKS, TIRES & WIRES, *Public Transportation in California's Santa Clara Valley,* Interurbans Special No. 78. This 177-page, 8½×11" hardbound is the detailed history of public transportation in the San Jose-Palo Alto area from the early days of horse cars through the electric railway era. San Jose Railroads, (local street railways) and the Peninsular Railway, the electric interurban that connected San Jose with Palo Alto, and the S.P. commuter operation and the many bus operations that succeeded the electric railways are covered in detail to the present time. There are over 140 photographs, several detailed maps, equipment rosters, car drawings and reproductions of other related material. Priced at $27.95 from *Interurban Press,* P.O. Box 6444, Glendale, CA 91205.

LABYRINTHS OF IRON, *A History of the World's Subways* by Benson Bobrick. This 352-page 6×9" hardcover book is an illustrated history of early subways/tunnels in the world, including London, New York, Paris, Moscow and much more. Priced at $13.95 from *Newsweek Books,* W. W. Norton & Co., 500 Fifth Avenue, New York, NY 10036.

Book reviews



Rails, by Don Ball, Jr., published by W.W. Norton & Co., 500 Fifth Ave., New York, NY 10110. 160 10" × 11" pages, hardcover, $24.95.

If you think you've seen everything Don Ball has to offer in railroad books, think again. *Rails,* Ball's sixth hardcover effort, is dramatic proof that fine black and white railroad photography is far from dead. By doing so, *Rails* provides a welcome step forward in presenting the railroad as an art form.

Rails removes many of the stereotypes one may have come to associate with Ball's work. You may have once labeled Ball a railfan traditionalist on the strength of earlier works that catered to the mass expectations of hardcore hardware enthusiasts. In this respect it was logical Ball move into color publishing, delivering the first all-American all-color (though foreign-produced) railroad books. Color carried Ball's traditionalism to a logical climax, coupling the literalism of color with literal railfan interests. Bearing this in mind, it came as a most pleasant surprise to discover *Rails* in a local bookstore a couple of weeks before the ads hit the hobby magazines. Literalism was out . . . a predeliction for fine art was in. Best of all, the color was gone.

Don't get me wrong. I enjoy seeing and making color railroad photographs, but my heart lies with black and white. There is a special feeling for the historical parallels between the birth of the railroad industry and the photographic medium; a kinship between the Jacksons and Beams of yesterday and the Patricks and Steinheimers of today. Color informs, completely. It is documentary in the purest sense. "Color is content," top freelance photographer Jay Maisel once commented. "If you're shooting color you may not have to have *anything* other than the color. When you shoot black and white, you have to dig a lot deeper." *Popular Photography's* Arthur Goldsmith observed in his January 1982 editorial ". . . the abstraction of monochrome imaging lends it power . . . it requires an intense visual and emotional participation on the part of the photographer and viewer." The thinking man's medium? Definitely! And *Rails* is thought-provoking indeed.

The book connects in a clean, uncluttered style. One photograph per page. One line of cutline information confined to what and

where. No dates to confuse or bias the reader. Most railfans don't need dates anyway. We know the Pennsy 2-10-4 at Columbus, Ohio, and the Union Pacific Big Boy drifting coal smoke past the Sherman, Wyoming, depot are "the real thing" while Burlington's erstwhile 5632 waking up early at Clyde Yard, Chicago, and ex-Nickel Plate 765 rolling exhaust over the high cars of a Toledo, Peoria & Western freight are *not* the "genuine" article. That's our problem. Our abundance of historical knowledge tends to diminish the legitimacy of steam in the diesel era. One of *Rails*' great strengths lies in its blend of fan trip photographs into the study of steam in general. Does a fine panned broadside of the former Texas & Pacific 610 lose power as an image because it was made in the mid-1970s? I'd hope not. Such is not evident here. Taken out of context, the views of restored locomotives gain power due to improvements in photographic equipment and style in the quarter-century since steam's fall from grace. Isn't this *really* what steam preservation's all about in the first place?

Rails finds more strength in its study of railroading in winter. Northwestern Steel & Wire 0-8-0s and Green Mountain Railroad Alcos groping through the fog: UP 8444 battling a Wyoming blizzard; C&NW commuter service dealing with the gelid reality of December in River Forest, Illinois; snow blanketing stored Santa Fe diesels in Kansas City and an Amtrak E60 kicking up the white powder in Darien, Connecticut . . . all add to the appreciation of the railroad's resiliency against the elements.

Rails bears witness to Ball's eye for composition. The "sheltered view" of Canadian National 6218 on a GTW excursion in Indiana; UP 9043 steaming out of a Lawrence, Kansas, sunrise; overnight snow on the rails of Green Mountain line in Vermont and a full moon silhouetting the water tank at Strasburg, Pennsylvania . . . all stand out for their strong, well-seen photography. They are images that educate as well as entertain; textbook examples of good basic camera work.

Complaints? A few. People are not absent from the pages of *Rails*, but they are too often subservient to their machines. "Lunch break. New York Central at Harmon, New York" stands out not only for its quality but its singularity as well. More close up portraits of railroaders at work would be welcome.

It is also impossible to share Ball's disdain for some of the craft aspects of black and white. Developing film may be repetitious, but it's not drudgery. Next to the actual exposure of the negative, processing one's own film is the single most important step in the chain of events leading from initial visualization to finished print. That's not my observation . . . it's Ansel Adams'.

I'll also argue the merits of using a broad range of lenses anyday. "Creating" versus "documenting" isn't the issue. Wide-angle and telephoto lenses are simply tools. They provide a basic means of expressing one's feelings in seeing and recording any given image. Both Ball and I share an admiration for the work of David Plowden, a master at selecting the right optical tool for any given job.

Rounding out attention to the photographic craft is the close consideration of book production as the final step in the published presentation of one's work. Lithographic masters like Al Rose, Dave Styffe and Jim Walter have instilled a high standard of quality in their railroad photographic reproductions. W. W. Norton's duotone presswork is a step below the norm for truly fine black and white reproduction. The halftone screens in *Rails* are unnecessarily coarse and the duotone negatives give evidence of some minor registration problems, all of which add a dimension of excessive grain to the images. Nuances of detail and tonality are lost. These mechanical shortcomings, no fault of Ball's, are certainly not fatal but *are* annoying, particularly in a book dedicated to pure photographic display.

These few considerations aside, one must still consider *Rails* as Don Ball's best effort yet. Introducing his work in *Rails*, Ball claims "learning to see the picture first" is the key to good image making. "Photography is communicating what you see and, perhaps more important, how you feel about what you see." It is obvious that Don Ball sees and feels a lot about his railroad subjects. This emotional involvement is what *Rails* and good railroad photography is all about. In an age of extra concern for the value of one's dollar, $24.95 for *Rails* is money well spent—TED BENSON.

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Timetable

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

SOUTHERN RAILWAY, 1982 excursions. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listing at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 2716 is ex-C&O 2-8-4; FP7s are green and gold diesels.

March 27, 28 2716 Birmingham, Al., to Chattanooga, Tenn., and return each day (HOD); **April 3, 4** 2716 Chattanooga to Oneida, Tenn., and return each day (TVRM); **April 17, 18** 2716 Atlanta, Ga., to Chattanooga and return each day (ACN); **April 24, 25** 2716 Atlanta to Toccoa, Ga., and return each day (ACN); **April 28,** 2716 school trip Chattanooga to Sheffield, Ala., one way (SJI); **April 29,** 2716 school trip Sheffield to Memphis, Tenn., one way (SJI); **April 30** FP7s school trip Memphis to Grand Junction and return (SJI).

May 1, 2 2716 Memphis to Sheffield and return each day (SJI); **May 6** 2716 ferry Memphis to Sheffield one way (SJI); **May 7** 2716 ferry Sheffield to Huntsville one way (NARC); **May 8** 2716 Huntsville to Chattanooga and return (NARC); **May 10** 2716 Huntsville to Chattanooga one way (NARC); **May 15, 16** — tentative, subject to change—2716 Appalachia to Norton, Va., and return, two trips per day (ETC); **May 22, 23** 2716 Knoxville to Chattanooga via Harriman each day (OSC); **May 29, 30** 2716 Charlotte, N.C., to destination to be determined (PCC).

1982 Schedule beyond June is still being firmed up at press time. Present plans call for trips with 2716 out of Alexandria, Va., in mid-July and the Cincinnati and Lexington areas later in the season. See July issue for full schedule.

The sponsoring organizations are: (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, 1844 W. Rugby, College Park, GA 30337; (SJI) Sentimental Journeys Inc., P.O. Box 17672, Memphis, TN 38117; (NARC) North Alabama Railroad Club, P.O. Box 4163, Huntsville, AL 35802; (ETC) East Tennessee Chapter NRHS, 1713 Shawnee Ave., Big Stone Gap, VA 24219; (OSC) Old Smoky Chapter NRHS, P.O. Box 601, Knoxville, TN 37901; (PCC) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28209.

BOSTON, MASSACHUSETTS, April 3. "State of Maine Express" excursion on the Boston & Maine operating Boston-Worcester-Portland-Boston plus the Stony Brook, Lowell Junction and Wilmington Junction ("Wildcat") branches with over 125 miles of freight-only trackage. Contact: Mass Bay RRE, Box 136, Ward Hill, MA 01830.

WASHINGTON, D.C., April 18. "Trolley Car Spectacular" at the National Capital Trolley Museum commemorating the 20th anniversary of the abandonment of Washington's street railway system. Authentic Washington trolleys will be featured, and all of the museum's cars will be in operation or on display. Hours are 1:30 to 3:30 p.m. Admission is free with nominal cash fare for rides. Museum is in Northwest Branch Regional Park on Bonifant Road between Layhill Road and New Hampshire Avenue north of Wheaton, Maryland. Call 301/384-9797 for information.

ROANOKE TRANSPORTATION MUSEUM, Roanoke, Va. 1982 special events schedule includes: April 17-18, "Railroading Weekend" with grand opening of ITC business car, hand car rides, history lectures and movies; May 29-31, Blue Ridge Live Steamers with 1" and 1½" scale engines and cars, hand car races and rides on Southern's "Best Friend of Charleston" plus music and entertainment; July 3-4, "N&W Veterans Day" an official Roanoke Centennial event, N&W diesels on display plus other special exhibits, films and contests; September 4-6, Blue Ridge Live Steamers and Morse telegraphy demonstrations. Contact: Roanoke Transportation Museum, 802 Wiley Drive S.W., Roanoke, VA 24015; 703/342-5670.

JAMAICA, LONG ISLAND, NEW YORK, April 24. Long Island *Port Jeffersonian Special* excursion with C420 and FA cab car will operate Jamaica to Port Jefferson and return via Oyster Bay, hosted by New York Division RRE. Coach fare $25, parlor car $30. Contact: The Railroad Enthusiasts—New York Division, Inc.; P.O. Box A-1353, Grand Central Station; New York, NY 10017; or phone 212/490-1622 afternoons Tuesday through Saturday.

SCRANTON, PENNSYLVANIA, April 24. Ontario & Western Railway Historical Society is sponsoring a bus tour of right-of-way of NYO&W Scranton Division with banquet in Scranton in the evening. Contact: O&W RHS, P.O. Bpx 713C, Middletown, NY 10940.

ORBISONIA, PENNSYLVANIA, May 1-2, 1982. The East Broad Top "Spring Spectacular"—replacing the traditional "Winter Spectacular"—will be held with narrow gauge steam passenger, mixed and freight trains plus motor car and Shade Gap traction action. Special photo runs and railroadiana auction. Located at Orbisonia/Rockhill Furnace, a short drive north of Pennsy Turnpike exits 13 or 14 along U.S. Route 522. Contact: Sherman Shook, 160 Andover St., Wilkes Barre, PA 18702.

GREEN BAY, WISCONSIN, May 14-16. C&NW Historical Society Annual Convention held in conjunction with C&NW Wisconsin Division Open House with Alcos, EMDs and M/W equipment on display at the refurbished Green Bay passenger depot. There will be movies, slides, clinics and contests plus Friday presentation Bob Baker on "Wisconsin Division Passenger Trains" and Saturday night keynote speaker R. A. Drengler of C&NW on "Commuter Operations." Contact: John S. Kamacher, 1812 Hood Ave., Chicago, IL 60660.

LOS ANGELES, CALIFORNIA, May 15. "Coachella Valley Daylight" excursion to Yuma with Amtrak Superliner equipment. Leave L.A. 8:10 a.m., arrive Yuma 1:00 p.m., leave Yuma 3:00 p.m. and arrive L.A. 7:45 p.m. Fare is $75; premium service also available, contact sponsor for details. Contact: Pacific Railroad Society, Inc., P.O. Box 2768, Riverside, CA 92516-2768; 714/684-7458.

ARCADE, NEW YORK, May 22. Second Annual Railfan Day at Arcade & Attica R.R. sponsored by Western New York Ry. Historical Society, with steam-powered special train behind 4-6-0 14 over entire line including freight-only trackage. 31-mile round trip with coaches and gondola plus photo runs. Send large SSAE to: A&A Trip, Box 416, Buffalo, NY 14221.

CASS, WEST VIRGINIA, May 21-23. 1982 Cass Railfan Weekend with all special runs—locomotives on front of trains, not shoving. Doubleheaders, lots of photo runbys and Western Maryland Shay 6 in action. Friday evening and Saturday on the mountain, Sunday run up the ex-C&O Greenbrier line to Durbin. Friday evening audio-visual program. Saturday night photo session conducted by Jim Boyd. Send SSAE for details: Cass Scenic Railroad, Box 75, Cass, WV 24927.

WHITE PASS & YUKON, Summer 1982. Steam locomotive 2-8-2 No. 73 will haul one-way parlor car excursions over the full 110-mile length of the narrow gauge White Pass & Yukon Railroad in 1982. It will operate southbound from Whitehorse to Skagway on June 7, July 5, August 1 and August 30, and will run northbound Skagway to Whitehorse on June 21, July 19, August 16 and September 22. Each trip is limited to 80 passengers, and advance reservations are required. Fare is $120 U.S. for one-way parlor service. Additional charter trains are available for groups, operational conditions per-

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mitting. Passengers may ride the steam excursions can return to station of origin on regularly-scheduled diesel-powered trains. For information and reservations contact WP&Y Corp Ltd., Box 2147, Seattle, WA 98111, or phone 206/623-2510

LOS ANGELES, CALIFORNIA, June 4-7. Sacramento River train and boat excursion sponsored by the Pacific Railroad Society. Depart L.A. 8:25 p.m. Friday night on Amtrak's *Spirit of California*. At Oakland Saturday morning board riverboat *Cruise Captain* for 91-mile ride to Sacramento, staying overnight at Vagabond Inn. Visit Old Sacramento and California Railroad Museum. Return from Sacramento on Amtrak, arriving L.A. 9:00 a.m. Monday. Fares range $175 to $255. Contact: Pacific Railroad Society, Inc., P.O. Box 2768, Riverside, CA 92516-2768. Phone afternoons 714/684-7458

MIDDLETOWN, NEW YORK, June 11-13. "Railfan Weekend" bus excursion to Altoona, Pa., area sponsored by O&W Ry. Historical Society. Attractions include Horse Shoe Curve, Railroader's Museum, Portage Railroad, East Broad Top narrow gauge and other rail-interest locations. For full details contact: O&W Society, P.O. Box 713A, Middletown, NY 10940.

CINCINNATI, OHIO, summer 1982. Private Car Excursions aboard privately-owned sleepers from Cincinnati: June 18-21 to Washington, D.C.; June 26-July 2 Boston via Chicago on Amtrak *Lake Shore* returning on *Cardinal*; July 10-23 and August 7-29, "Western Rails" to Denver with D&RGW option and Portland and Seattle. For details send large SSAE to: Rail Expo, 1100 Fifth and Race Tower, Cincinnati, OH 45202; 513/241-5347. Equipment also available for charter.

NICKEL PLATE 2-8-4 765. Tentative June 1982 schedule. June 13, ferry trip Ft. Wayne, Ind., to Bellevue, Ohio; June 19, excursion Bellevue to Orrville and return; June 20 or 25, ferry move Bellevue to Orrville; June 26-27, excursion each day Orrville to Bellevue and return. These trips are tentative and subject to change or cancellation and are presented here as information only. For details when available, send large SSAE to: Mad River & NKP Railroad Museum, P.O. Box 42, Bellevue, OH 44811.

SOUTH ELGIN, ILLINOIS, June 26. "Electric Railroad Fair '82" at the Fox River Trolley Museum, Route 31, South Elgin, 10:00 a.m. to 6:00 p.m. Day of special operations including transit cars, the oldest interurban in America and four-wheel open-side car. Family picnics. Displays of railroadiana and models plus trolley action films and art and craft displays and sales. All day pass $6 in advance, $8 at gate. Contact: Fox River Trolley Museum, P.O. Box 315, South Elgin, IL 60177.

PITTSBURGH, PENNSYLVANIA, July 3-4. Arden Trolley Museum's Third Annual Trolley Fair. New Orleans car 832, Philadelphia 5326, Red Arrow 66 and Pittsburgh 3756 will operate continuously over former-Pittsburgh Railways interurban track at museum. Activities include model displays, car shop tours and Trolley Carbarn Theater. Museum is off I-79, Meadow Lands Exit, 2½ miles north of Washington, Pa., on North Main Street. For brochure with map send large SSAE to: Pennsylvania Ry. Museum Assn., P.O. Box 832, Pittsburgh, PA 15230.

RICHMOND, VIRGINIA, July 9-11. Chesapeake & Ohio Historical Society annual convention at the Richmond Hyatt House features tours of C&O and RF&P plus sales and display area. Members only. Membership information: John Jones, 372 Walnut Ave., Waynesboro, VA 22980. Convention information: Bill McClure, 7619 Hollins Road, Richmond, VA 23229.

DENVER, COLORADO, July 9-18. NRHS 1982 National Convention will include: July 9-13 Grand Circle Tour Denver to Durango on bus and *Rio Grande Zephyr* to include Durango & Silverton Narrow Gauge, Cumbres & Toltec and San Luis Central; July 14 Manitou & Pike's Peak; July 15 Georgetown Loop and Colorado Railroad Museum; July 16 UP steam trip; and July 17-18, Railfair '82. For further details and update, contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

CONTINUING OPERATIONS

NEW POLICY: Because this column cannot be a complete reference for comprehensively listing tourist and museum railways, we are going to restrict the entries under the "Continuing Operations" headings to unusual, new or otherwise significant operations (at the editor's discretion and on a space-available basis). The best source for up-to-date information on regularly scheduled steam/traction/museum operations is the *Steam Passenger Service Directory* published and updated each year by the Empire State Railway Museum, Inc., P.O. Box 666, Middletown, NY 10940 (914/343-4219). The 1981 edition sold for $4.50 postpaid, and the 1982 edition is expected in May 1982. This directory lists operating dates, schedules, fares and equipment for virtually every such operation in the U.S.A. and Canada and includes discount coupons for many of the railroads listed. We have found this publication to be extremely accurate and reliable.

INTERNATIONAL TOURS

SWITZERLAND, July 5-19. Skytrain Tours Ltd. second Swiss Tram & Train Tour including tramways in Zurich, Basel and Bern; rack railways at Pilatus, Rothorn (steam). Jungfrau and Gornergrat; Luzern Transportation Museum and main line railroading including St. Goddard, Simplon and Loetschberg tunnel routes. Option to continue travel on Eurail Pass. Contact: Swiss Train Tour, 100 Albertus Ave., Toronto, Ontario, Canada M4R 1J7.

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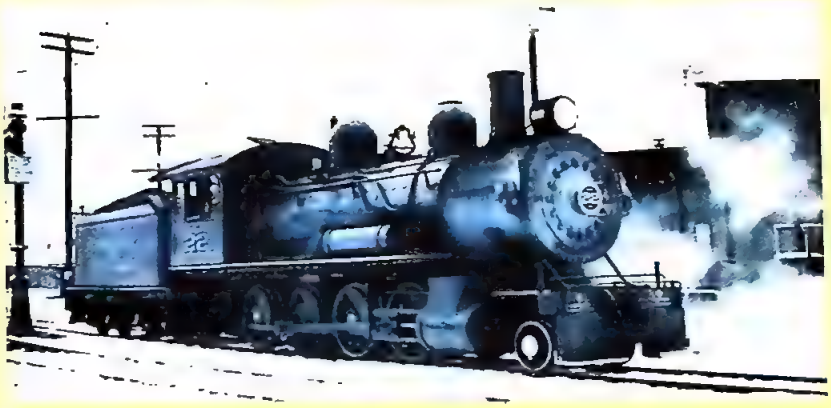

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Nostalgia Station, B&O Railroad Museum/ Dept.70, 901 W. Pratt Street, Baltimore, Maryland 21223, (301) 237-3746.

RAIL STUDY TOURS INTERNATIONAL, 164 Maple Avenue East, Vienna, VA 22180, has the following tours scheduled. Contact them at the above address for full itinerary and details. 703/356-8186.

JAPAN TRACTION, May 13-31. Street railways, country interurbans and the Bullet Trains, comprehensive traction tour. Approx. $2100 including air from San Francisco.

JORDAN & SYRIA, May 22-30. All operating steam in these two countries will be seen; chartered trains and linesiding.

EAST GERMANY, July 23-August 9. Visit all narrow gauge systems, cities with streetcars and observe remaining standard gauge steam.

WESTERN EUROPE. Travel through Holland, W. Germany, Switzerland, France and Belgium visiting railroad museums and preserved railways.

INDONESIA, September 4-25. Remaining main line steam and sugar mills. Sumatra mountain rack line and N. Sumatra palm oil estates, some of which use Mallets.

INDIA, PAKISTAN & NEPAL, November 17-December 12, 1982. Best of northern Pakistan including 4-4-0s and Kyber Pass, Ganges Plain of India and Nepal for Garratts

SUNDAY RIVER TOURS, P.O. Box 565, Concord, MA 01742, agent for Railway Travel & Photography, has the following tours scheduled. Contact them at the above address for full itinerary and details:

SOUTH AFRICA AND ZIMBABWE, May 8-29. Main line and branch; Garratts, 4-8-2s, 2-8-4s, 4-8-4s and others. Cars provided for pacing Bloemfontein to Bethlehem. Approx. $1775 from London.

ZIMBABWE, June 19-July 3 (with optional South Africa week to July 10). Bulawayo-Victoria Falls-Wankie-Thompson Jct.-Gwelo-Bulawayo including five classes of Garratts. $1715 from London.

SOUTH AFRICA PHOTOGRAPHERS SPECIAL, July 20-August 14. Best of South Africa with emphasis on lineside photo opportunities. $1780 from London includes accommodation and share of car rental.

INDIA NARROW GAUGE, November 20-December 12. All important narrow gauge lines. $1795 from London, approx. $1200 from Bombay. Private car on certain sections.

CENTRAL CHINA, November 22-December 12. Peking/ Datong south ending in Canton. $2820 from London, approx. $2100 from Hong Kong. Chinese-speaking guide and trip leader Dusty Durrant.

SOUTH AFRICA, November 7-19. Railfan steam tour of 2400 miles behind eleven different classes of locomotives with all-sleeper accommodations and dining car staged at sidings each night. Steam includes 25C condensing 4-8-4 and doubleheaded GMAM Garrats over Montague Pass. Fair is approx. $1165 from Cape Town including meals and sleeper. Contact: South African Railways, 535 Fifth Avenue, Room 1112, New York, NY 10017.

1920s ORIENT EXPRESS A variety of European tours that include the newly restored 1920s luxury *Orient Express* steam-powered consist are available from Barbican Holidays of Kent, England, and can be booked by U.S. travel agents through Hemphill Harris Travel Corp., 10100 Santa Monica Blvd., Century City North, Los Angeles, CA 90067; 213/277-2672 or 800/421-0454.

RAILROADIANA MEETS

ROANOKE TRANSPORTATION MUSEUM, 1982 special events. April 3-4, Model Train Show, run your own HO train on museum's gigantic layout, N gauge layout and show, modeling workshops; June 5-6, "1982 Rail Fair" with railroadiana displays and auctions plus movies on N&W J 611, special RPO cancellations, Saturday night photo session; August 21-22, "Railroad History Weekend" with movies and lectures on N&W J 611, book display and special music. Contact: Roanoke Transportation Museum, 802 Wiley Drive S.W., Roanoke, VA 24015, 703/342-5670.

MANSFIELD, OHIO, April 3. Mansfield Model Railroad Club's annual Railroadiana Flea Market at the Mansfield Masonic Temple, 1250 Middle-Belleville Road off U.S. 42 on Mansfield's south side 9:00 a.m. to 5:00 p.m. Plenty of tabl and large aisles, everything from rare native headlights conductors uniforms and highly detailed models. Contac Bob Killey, 752 W Fourth Street, Mansfield, OH 44906, 419 526-0680.

JOLIET, ILLINOIS, April 3 Blackhawk Chapter NRHS Swap Meet at First Lutheran Church, 55 W Benton St , Joliet, IL 60431, from 9:00 a.m. to 4:30 p.m. Tables $5 in advance, admission $1 adults, 50¢ kids Contact: Howard Walker, 55 W. Benton St , Joliet, IL 60431, 815/725-3671.

NORTH HAVEN, CONNECTICUT, April 30, May 1-2. New Haven R.R. Historical & Technical Association 20th Annual Reunion at Ramada Inn, North Haven (Exit 12 off I-91) with dealers, railroadiana and model displays, model and photo contests, slide shows and movies. Banquet with guest speakers and special movie Saturday evening. Contact: NHRHTA, P.O. Box 122, Wallingford, CT 06492

GILBERTSVILLE, PENNSYLVANIA, May 1. Sixth Annual Railroadiana Auction benefitting the Pottstown Chapter NRHS at Old St. Luke's Gallery off Route 73, behind Post Office in Gilbertsville. Contact: Ted Maurer, Auctioneer, 1931 N. Charlotte St., Pottstown, PA 19464.

FLORISSANT, MISSOURI, May 1. McDonnell-Douglas Railroad Club Swap Meet from 9:00 a.m. to 4:00 p.m. at Cross Keys Shopping Center Mall, Lindbergh Blvd. at New Hall's Ferry Road. Admission free. Space reservations $4 ($6 at door). Contact: Pat Hertich, 12135 Fleetwood Pl., Maryland Heights, MO 63043, 314/291-0273.

SYRACUSE, NEW YORK, May 2. Toy Train Collectors Society Toy Train Exhibit & Swap Meet at Onondaga County War Memorial Auditorium, Madison Street, Syracuse, from 11:00 a.m. to 4:30 p.m. Adults $1, kids under 18 50¢. Contact: Ms. H.R. Martin, 3610 Wildflower Circle, Syracuse, NY 13215; 315/476-7996.

DURAND, MICHIGAN, May 2. Durand R.R. History Museum Model and Railroadiana Flea Market, VFW Hall, 221 N. Saginaw, 11:00 a.m. to 4:00 p.m. Admission $1 adult, 50¢ children, $2.50 family. Contact: Janet Elliott, c/o Railroad History Museum, P.O. Box 289, Durand, MI 48429.

GREENBURG'S GREAT TRAIN, MINIATURE & TOY SHOW, featuring railroadiana, model trails, doll houses, miniatures and toys, will be held at the following locations and dates. Times are 11:00 a.m. to 5:00 p.m., with admission $3 per day and tables $30. Contact: Lois Barger, 729 Oklahoma Road, Sykesville, MD 21784; 301/997-3056; for information on any meet.

BALTIMORE, MD., June 19-20. Baltimore Convention Center, Pratt and Sharp Streets, one block from Harbor Place. Plentiful parking facing Sharp Street entrance.

PITTSBURG, PA., July 24-5. Greater Pittsburgh Expo Center, Monroeville.

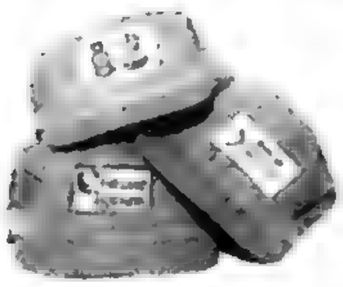
PHILADELPHIA, PA., August 7-8. Philadelphia Civic Center.

GOLDEN, COLORADO, July 17-18. "Mile High Railfair" at Jefferson County Fairgrounds, 15200 W. 6th Ave., Golden, presenting all aspects of the rail hobby including models, artwork, antiques, manufacturers exhibits, collections of artifacts and movies. Saturday 10:00 a.m. to 6:00 p.m. and Sunday 10:00 a.m. to 5:00 p.m. Door prizes. Admission: $1 adults, 75¢ senior citizens, 50¢ kids under 12. Contact: Intermountain Chapter NRHS, P.O. Box 5181, Terminal Annex, Denver, CO 80217.

ORGANIZATIONAL NOTICES

SOUTHERN RAILWAY HISTORICAL SOCIETY is being reorganized. Former members and anyone interested should contact B.F. Roberts, SRHS, P.O. Box 4094, Martinez, GA 30907. Dues will be $10 per year, send SSAE for details.

GREATER QUAD-CITY RAILWAY HISTORICAL SOCIETY now forming and invites anyone interested to send large SSAE for information to: Bill Howard, P.O. Box 1317, Rock Island, IL 61201.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BY JIM BOYD

Light damages slides!

I am currently in the process of sorting out and organizing about a decade's worth of my slide collection from the 1960s, and in surveying the immense pile of yellow boxes and HO-boxcar-kit-boxes of loose slides scattered all over my office/den at home, I suddenly realized that many of those boxes were topless and a lot of the slides were being exposed to the morning sun through the uncurtained window. I quickly took care to see that all open boxes were covered with either proper tops or at least a towel or other box to keep the sunlight away.

Why the panic? Because sunlight—or any other light—can cause the dyes in color slides to fade. Direct sunlight can ruin a slide in less than a week if it is exposed continuously! Slides should be stored at room temperature or less and at low humidity levels for optimum life—and most importantly, kept dark.

Larry Hanlon commented on the same thing in a recent letter to Bill Schaumburg at RAILROAD MODEL CRAFTSMAN, and his warning bears repeating. He relates: "For the past six months or so, I've been working on a model of a D&H boxcar. A slide of the prototype was standing on my work table for the entire period. It was in subdued light for part of the day and incandescent illumination in the evenings. I noticed a pronounced green cast on the slide which wasn't originally present, and I pulled a duplicate original from my files to compare. The second one was fine. Strange.

"I stopped the next day at Kodak's Palo Alto processing center to inquire about the green color shift. Through shocked ears I learned that transparency dyes are unstable under illumination—color shifts are to be expected for slides not stored in darkness. They gave me data sheet E-30, which specifically states, 'Avoid projection times longer than one minute' and 'Kodachrome slides may be expected to withstand 250 to 500 15-second exposures (one projection per minute) before significant dye fading results.' "

That's it in a nutshell. Slides must be stored in a cool, dark and dry place if they're to be preserved as long as possible. There is apparently little that can be done presently short of elaborate environment control to prolong the life of slides. Larry continued, "Kodachrome is extremely stable—no significant changes are expected over a 50-year period if the slides are stored at 70°F or less and kept between 10 and 40% humidity. Ektachrome, however, does not fare so well and is only able to hold up for between ten and 20 years."

I can confirm what he says about Ektachrome. I started shooting the old "Professional Ektachrome" in the early 1960s, and though they're not yet unusable, I can readily detect a deterioration in color. This also seems to be the case with all non-Kodak films—just ask anyone to show you his steam-era shots on Anscochrome! You'll also get the same kind of whining from any steam photographer who briefly shot Kodachrome but gave it up for Ektachrome's higher speed—the Kodachromes today look as crisp as ever while the Ektachromes have all gone red or green.

What can you do to prolong slide life? Dark, cool and dry storage will keep the slides within their natural life cycle and will prevent accelerated deterioration, even though it won't stop it completely. With the quality of slide duplication available today, having your most valuable older slides—especially Ektachromes or other brands—duplicated now will add an immediate 50 years of life to the image if not to the original.

In the meantime, remember to keep all your slides in the dark when you're not working directly with them—don't do like I did and scatter them in open piles or boxes for a prolonged sorting session! I don't think any of my slides were noticeably damaged before I realized what I'd done, but the experience certainly didn't do them any good.

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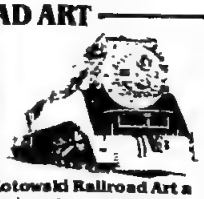
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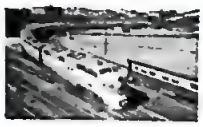

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We'd like you to meet...

George M. Smerk

It looked like it was going to be a big task to find someone qualified to fill Steve Maguire's place with a traction column—until Don Kaplan suggested we talk to Professor George Smerk at Indiana University. A more literate and likeable person you're not likely to meet.

Tall and grinning with a rumpled hat and ever-present pipe, George looked very much at home amid the elegant buildings of the Indiana University campus when I visited him shortly after New Years to finalize arrangements for his taking up the column. Extremely well qualified to observe and comment upon the present-day transit scene, George combines his professional interests with the enthusiasm of a dyed-in-the-wool trolley fan. We'll let him describe his background and accomplishments in his own words:

"I was born in Philadelphia on July 8, 1933. Until 1940 my parents and I lived in southwest Philadelphia in the vicinity of 58th and Elmwood, an area served by the Philadelphia Transportation Company's Route 36 car line. Riding the classic Philadelphia Peter Witt's was my introduction to transit. My dad was a buyer at Gimbel Brothers Philadelphia store, and my mother and I made many trips downtown on the 36 car to shop and visit my dad at the store.

"In 1940 we moved to Westgate Hills in the western suburbs of Philadelphia, where our property ran right up to West Chester Pike along which ran the cars of the West Chester Division of the Philadelphia Suburban Transportation Company. We found the house on a Sunday drive in pursuit of trolleys. When we went for the typical Sunday drive of those days I would always ask my father to follow the trolley tracks. One Sunday in the summer of 1940 we went past 69th Street Terminal, and my dad followed the tracks along West Chester Pike. We saw Westgate Hills abuilding, my folks went through the sample houses, looked at one under construction and put a deposit on it to hold it. One of the main considerations in selecting that particular location was that the trolley ran right behind the house and would make it convenient to go into 69th Street Terminal and then into Philadelphia on the Market-Frankford Subway-Elevated.

"Starting when I was about nine I was allowed to travel on public transportation by myself; over the next couple of years I managed to ride all of the Red Arrow Lines rail and bus services and the Philadelphia & Western. I also made major explorations of the PTC's extensive rail network in the city. Toward the middle and late 1940s I rode on a good many of the electric commuter lines of the Pennsylvania Railroad and the Reading Company. Philadelphia, at that time, was a great place to grow up and get interested in mass transit.

"As I grew older I made other electric railway explorations on the East Coast, visiting

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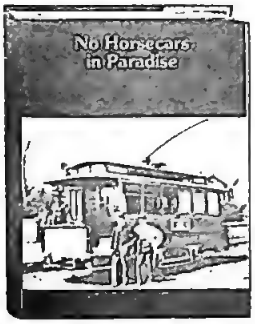

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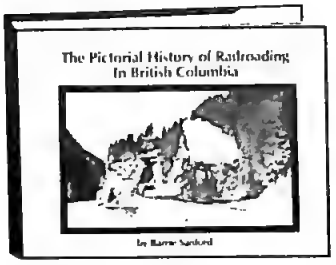

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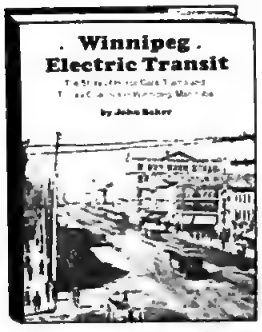

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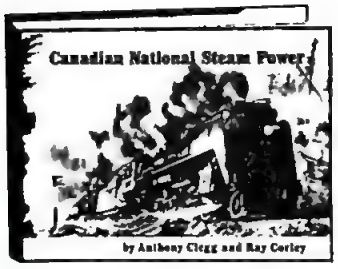

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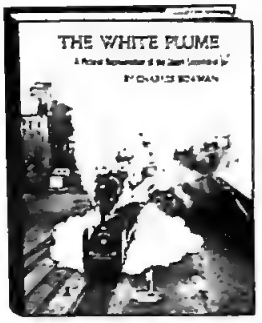

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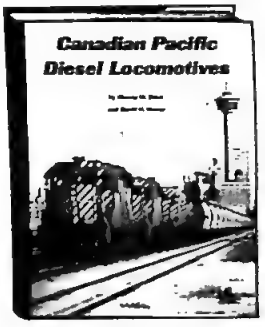

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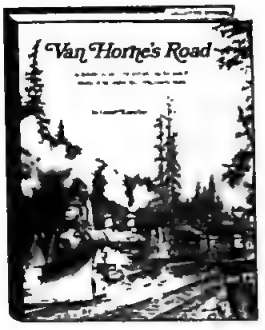

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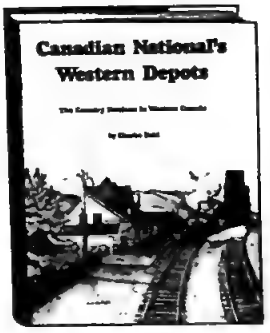

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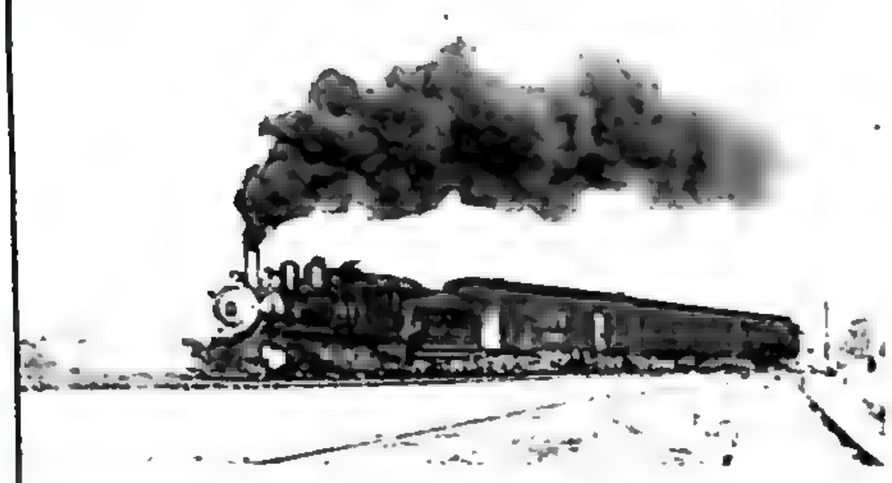

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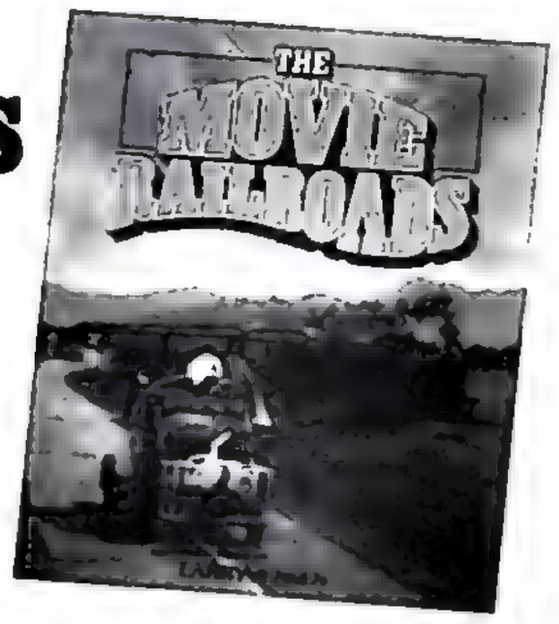

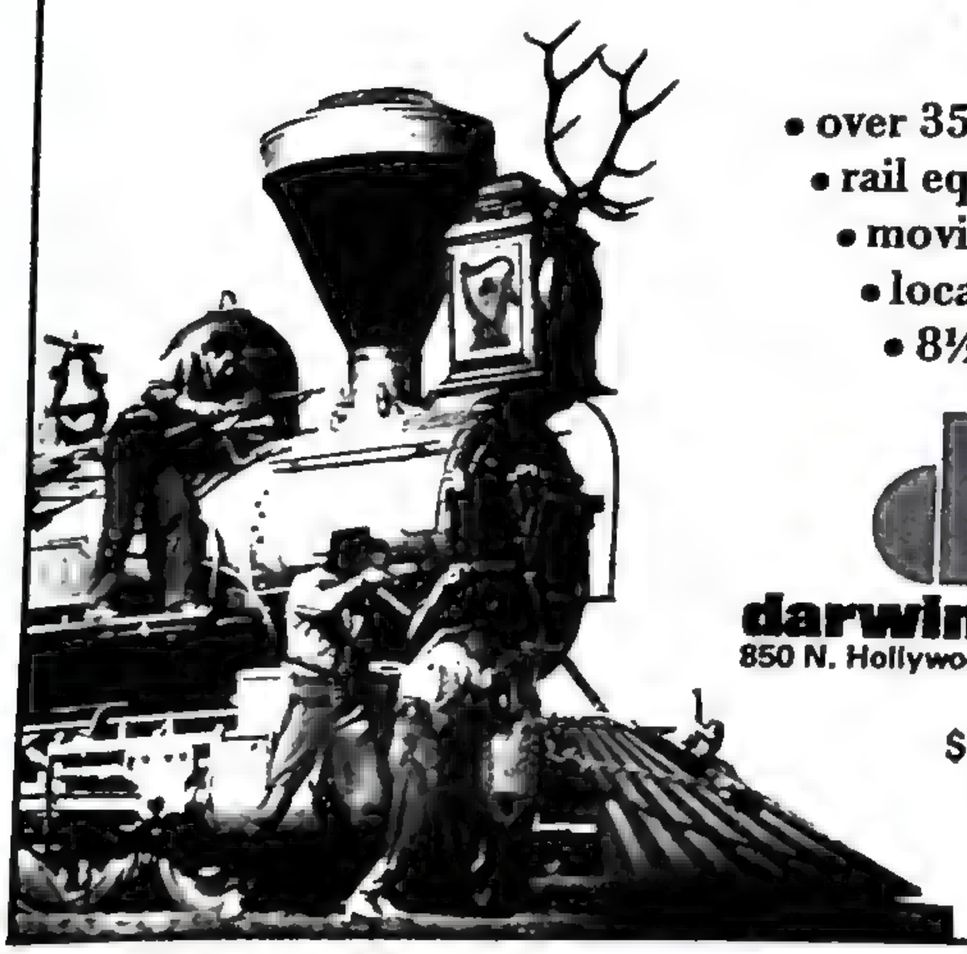

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"I went to college for the B.S. and M.B.A. degrees at Bradley University in Peoria, Illinois. In the Midwest I continued my traction explorations with the Illinois Terminal, North Shore Line, South Shore Line, CTA, Milwaukee Rapid Transit and Speedrail Company.

"During summers off from college I worked as a truck driver and driver's helper for a Philadelphia fur cleaning company and managed to enjoy some of the Pittsburgh Railways' systems. I also worked one summer for the Rock Island as a yard clerk and another summer as an apprentice carman. Upon finishing my M.B.A. I was supposed to start in on the Rock Island's management training program. Unfortunately, I got drafted and spent two years in the army, most of it with the 5th Machine Records Unit in Chicago. I married Mary Ann White of Peoria while in the army; our daughter Caroline joined us in 1959. Immediately after being discharged I went to work in the Freight Traffic Department of the Illinois Central Railroad in Chicago.

"I found that railroading, at least in the freight traffic area, didn't suit me. We decided that an academic career in transportation would be interesting, so in September of 1960 I started in the doctoral program in business at Indiana University in Bloomington, Indiana, as a transportation major. My dissertation was on the federal role in urban transportation; it was later published by the Indiana University Press as *Urban Transportation: The Federal Role.*

"In 1963 I joined the faculty of the College of Business and Public Administration of the University of Maryland at College Park as Assistant Professor of Transportation. Son Paul arrived in 1964 while I was on the Maryland faculty, and in the same year I offered Maryland's first course in urban mass transportation. The School of Business at Indiana University offered me a position, and I came to Indiana as Associate Professor of Transportation in 1966. In 1969 I was promoted to Professor of Transportation. Also in 1969 I founded the Institute for Urban Transportation at I.U. and became its director.

"Over the years the Institute has been involved in many studies, mainly for the federal government and for the State of Indiana. Included in the work carried out was the writing of *Mass Transit Management: A Handbook for Small Cities* and *Mass Transit Management Performance Audits.* We also researched and wrote *The Transportation Corridor in Northwest Indiana,* which is the cost/benefit study that forms the justification for the improvements currently being carried out on the South Shore Line. At about the time the corridor study was finished, Governor Bowen named me as the Governor's Trustee to the Northern Indiana Commuter Transportation District, the public agency charged with the job of making improvements to the South Shore Railroad.

"Over the years I have written many articles for journals and trade magazines; most of them have been about federal policy toward mass transit or about mass transit management. I have been a contributor to a number of books, including *Public Transpor-*

tation, edited by George Gray and Lester Hoel for Prentice-Hall. In 1968 I edited *Readings in Urban Transportation* and in 1974 I wrote *Urban Mass Transportation: A Dozen Years of Federal Policy;* both were published by the Indiana University Press.

"I have been very active in the Transportation Research Board and am a member of the Committee on Urban Transportation Planning and Development; I am also chairman of Urban Mass Transportation Research Information Service Oversight Committee. I edit the mass transit research newsletter called *Newsline* for the Transportation Research Board.

"At Indiana University School of Business I teach the undergraduate and graduate courses on the Principles of Transportation; Mass Transit Management; Urban Transportation and Public Policy, and the Mass Transit Seminar. At various times I have also taught Business-Government Relations; Introduction to Business; Freight Traffic and Distribution Management; and Cost, Demand and Pricing in Transportation.

"At the University of Maryland I was honored with an Excellence in Teaching award in 1964. In 1979 the Institute for Urban Transportation and I were given the Administrator's Award by the Urban Mass Transportation Administration. In 1980, Governor Otis R. Bowen of Indiana named me a Sagamore of the Wabash.

"I live with Mary Ann and Caroline and Paul in Bloomington, close enough to the campus so that I can walk to work. My whole family has been most understanding about my enthusiasms, which include books and phonograph records. I started a model railroad but never finished it, alas! I'm now working on a book about urban rail transit and its impact on cities with Bill Middleton, George Krambles, David Q. Gaul and Brian J. Cudahy. I am also involved in an Institute for Urban Transportation program to teach people how to do transit management performance audits, and we are developing a continuing education program in financial management for mass transit."

We agreed that TRANSIT TOPICS should remain forever as Steve Maguire's trademark, and after a couple weeks of thinking, George suggested TRANSIT CURRENTS as the name for his new column. So it is, and it begins in this issue. His address is listed in the column, and we invite you to send your transit/trolley news directly to George. The basic content of the column will remain much as it had been under Maguire: current developments in trol-

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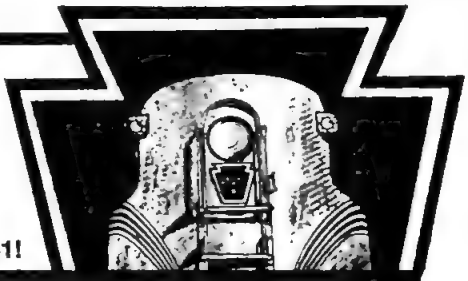

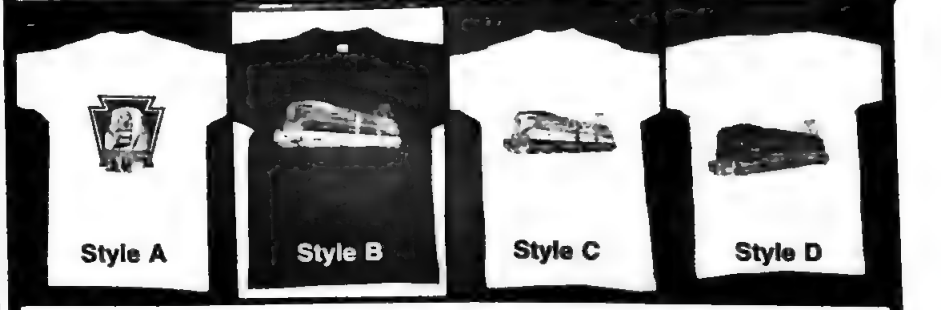

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leys and rapid transit, news of existing and developing systems, and museum and preservation efforts. I think that should keep the professor occupied for a while.

Jim Titsworth

At the age of 17, Jim Titsworth is one of the youngest feature authors we've had; his coverage of the Cadillac & Lake City should provide a lot of railfans with something to do when they get to Colorado this year. We'll let his father, Rudy Titsworth, also a photo contributor to R&R, introduce Jim to you:

"My son is 17 years old and has been a railfan since before he started to school. His first model was a Marx 027 on a 4'x8' sheet of plywood set on two sawhorses. This set soon outgrew the plywood and was moved to the living room floor.

"In a short time, he thought he could handle an HO model because it fit his hands better. He also thought he could have more track and rolling stock in a smaller area.

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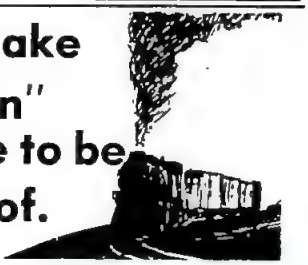

THE READING COLLECTION

Bob Brass is proud to announce his exclusive rights as agent for the Zim-Lerner Gallery in the disposition of this landmark collection (see RMC 12/81 p 134) to the railroad community.

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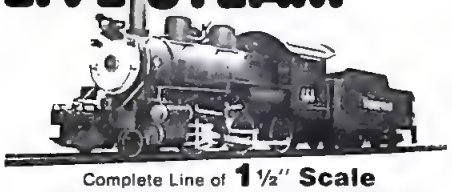

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Eventually he won out and was presented a Tyco train set for Christmas.

"Jim's present layout is a multiple-level bench layout measuring 9'x12' and is named the Colorado Northern. Corporate colors are Big Sky Blue with white trim and lettering. The CN logo is similar to BN's. Landscaping is being done with linoleum paste over screen wire. This provides a very solid base for ground cover and trees. Rock material gathered at Cripple Creek, Colorado, on a summer vacation provides the natural material for a mountain scene. The material was run through a set of grain-grading sieves borrowed from a local elevator. This allows many sizes of natural material to be used for landscaping. Jim is free-lancing his own evergreen trees and is very successful. Ground cover of various colors are blended together to match the particular area on the layout that he is landscaping.

"Jim is an avid railfan. He has subscriptions to several modeling and railfan magazines and is also an NMRA member. He purchases books on railroading and adds them to his library. His photographic equipment consists of a Pentax K-1000 with a 50mm, 28mm wide-angle and a 80-200 zoom. He is very good at chasing trains.

"At the present time, school activities are keeping him pretty busy. He is a junior in Scott Community High School in Scott City, Kansas. His main interest is playing the baritone or valve trombone in marching, jazz or pep band. He also has been on the honor roll since he was a seventh grader.

"I really don't think that Jim could have been involved in a better hobby or interest than railroading—RUDY TITSWORTH.

614

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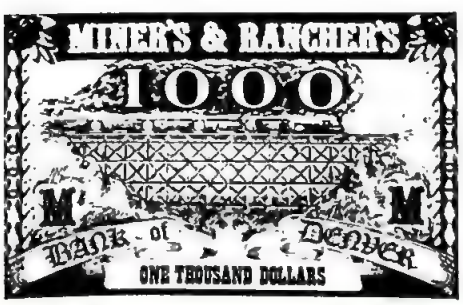

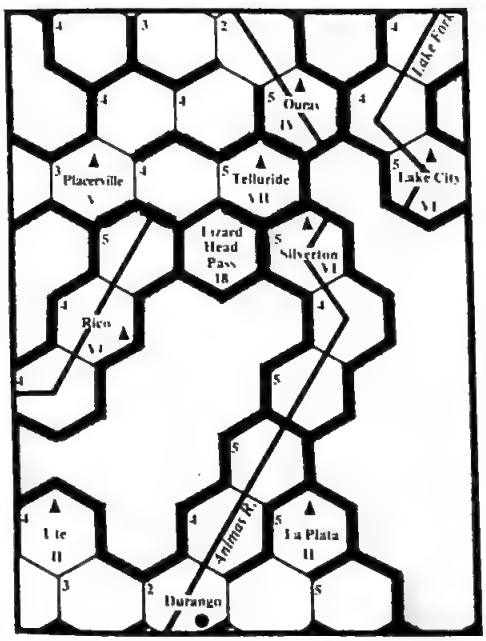

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TRANSIT CURRENTS

South Shore's new cars

Introduction

There is no way that anyone could replace Steve Maguire and his work in this magazine and its predecessor over a period of more than forty years. Over those years he informed us, inspired us and helped us to better understand electric urban and interurban railroading. Indeed, for many years Steve Maguire's articles in *Railroad* Magazine were virtually the only source of information on steetcars and interurban railways in the United States. All of us who have followed electric tansit since the World War II period owe Steve Maguire an enormous debt. He kept the spark of interest burning brightly.

With a new person handling this section of RAILFAN & RAILROAD you will notice a new format which, it is hoped, will prove to be both interesting and informative. The lead piece will generally be a relatively long treatment on one subject. This will be followed by several shorter pieces. Finally will come a section of newbriefs or flashes.

Readers are encouraged to supply information and pictures, just as in the days when Steve Maguire was running the column that occupied this space. Please give your address and telephone number so that I can acknowledge your contribution or get back to you for more information. If you don't wish to be identified if one of your bits of information is used, please let me know. If you submit photographs, Jim Boyd tells me that large, sharp glossies are the best. If the only picture available is a color transparancy, that, too, can be used in a pinch, but they do not reproduce as well as black and white glossies. In any case, keep the cards and letters coming.

South Shore update

Even though there were two fare increases on the Chicago South Shore & South Bend during 1981, ridership still continued to grow over 1980, although at a slower pace. Indeed, with the higher fares and the continued increase in ridership, revenue has been much higher than forecast, and the railway's deficit may be held down appreciably for 1981. The latest firm ridership figures are:

	September	October	November
1980	184,032	147,544	172,008
1981	172,015	187,095	206,743

The ridership growth has been gratifying.

In 1978 the South Shore carried 1.5 million passengers, the lowest number since 1933. In 1981 it is expected that total ridership will be better than 2.4 million. Ridership increased 35% in 1980, and the increase should average out to about 20% in 1981. More than 8,000 passengers were being carried on the average weekday in 1981, as opposed to less than 5,000 per day in 1978. Ridership growth may be slowed by higher fares, the recession and unreliable service caused by bad snow conditions.

South Shore management became extremely hardnosed about the deficit beginning in the spring of 1981. The reason for this was the Reagan Administration's plan to phase out transit operating aid. The railroad was apparently fearful that it might get caught with having to bear a large deficit and would be unable to discontinue passenger service after the completion of the $67 million capital improvement project. Negotiations between the Northern Indiana Commuter Transportation District and the South Shore management went on through the summer and the fall of 1981 in order to arrive at a memorandum of understanding on how much of the deficit would be covered by the public agencies involved. The memorandum was finally signed on December 3, 1981; it makes some major changes in the relationship between the Northern Indiana Commuter Transportation District, the Regional Transit Authority in Northeastern Illinois, and the South Shore Railroad. For calendar year 1981, the District promises to pay approximately the same amount in operating aid to the South Shore as it did in 1980, about 3½ million; the sum will depend upon the size of the loss. The RTA will pay 18% of the loss claimed by the railroad. Negotiations are to start immediately between the railroad, the RTA and NICTD on a five-year contract to run from 1982 to 1986.

Under the terms of the memorandum of agreement that will be worked out in slightly more detail in the contract, NICDT promises to fully compensate the South Shore for its losses and to provide a return on investment on those assets used in passenger service. Obviously, there is material for much negotiation here. By law, NICTD is prohibited from paying any freight expenses and therefore—also by law—a cost allocation has to be prepared so that the passenger costs are fully separated from the freight service. If agreement cannot be reached through ordinary negotiations between the parties, the railroad will select an arbitrator, NICTD and RTA will select an arbitrator, and those two arbitrators will select a third. These people will then determine the final cost allocation and the rate of return on investment which the railroad will be allowed.

In carrying out this agreement, the railroad gives up its powers over fares and service levels. This will be completely in the hands of NICTD in conjunction with the RTA. Clearly, this new arrangement will call for more managerial effort on the part of the public agencies.

Turning to the new South Shore cars, members of the NICTD staff, several of the trustees and engineers from NICTD's consultant (Louis T. Klauder & Associates) recently visited Nippon Sharyu Seizo Kaisha in Japan to inspect the prototype car. The propulsion and braking tests went as they were supposed to on the 800-meter test track; the car performed nicely. The Vapor Corporation doors were cycled a thousand times, and they operated flawlessly. During its operating tests and the tests of the doors, the car was loaded with pig iron to simulate a crush load. This was to make sure that the problem that developed with the Washington Metro subway cars under peak loads would not be repeated (you will recall, the doors wouldn't function properly). The seats, supplied by the American Seating Company and installed in the prototype car in Japan, give evidence of bad stitching, particularly on the headrest, which is colored traction orange. The NICTD staff will work with American Seating to see if the quality of their workmanship can be improved.

Because they were constructed under specifications developed to comply with Section 504 of the Rehabilitation Act of 1973, the new cars have very large rest rooms, designed to accommodate a person in a wheelchair; some of those who have seen the car interior feel that the regular patrons may be unhappy about the large amount of space devoted to rest room facilities. The platform-level center door has been built into the car to provide access to persons in wheelchairs. The extra door will speed loading and unloading at Randolph and Van Buren Streets.

The prototype car was shipped from Japan on December 20 and was scheduled to arrive in Philadelphia around January 20. To protect it from bad weather and the actions of waves, the car was cocooned in plywood so that it should be relatively impervious to the worst the shipboard weather can do to it. The car and its trucks were to be shipped on flatcars from Philadelphia.

At the time of this writing, it is uncertain where the prototype car will be taken for final assembly and where the production cars will be taken. Originally, the car components were to be assembled at GE's Hornell, New York, plant. However, GE is not at all happy with the quality of the workmanship that they are capable of at Hornell. An executive vice president of GE has contacted NICTD, Sumitomo, and Nippon Sharyu to suggest that Cleveland may be a better site for assembly of the cars. GE assembled the Breda-built streetcars constructed for the Shaker Heights Line at its Cleveland plant. GE claims it had very few problems and experienced excellent quality control. The prototype car may have its components reassembled at the South Shore shops in Michigan City.

The car is, as nearly as NICTD can tell now, very comfortable. The cab is considered to be extremely accessible and very comfortable, with an excellent heater. Walter Liebig, the trustee to the district from LaPorte County, was a motorman on the South Shore for 35 years; he declared the cab to be first rate.

The air conditioning was tested in Japan at Nippon Sharyu's paint shop. The drying lights were turned on, raising the temperature to about 80 degrees; additional heaters were brought in to bring the temperature up over 90 degrees, and humidifiers were installed to make the climate as uncomfortable as possible. The air conditioning functioned well. An air-conditioner blower motor supplied by an American manufacturer burned out after 15 minutes but was quickly replaced with an Hitachi motor. (The Japanese were praying that the Hitachi motor would not burn out, as well.) There were some problems with the motor-alternator set; there was

a substantial heat rise at lower voltages, which is being remedied. The staff was somewhat concerned about exposed wiring in major electrical components on top of the cars—only the insulation was sheathing the wire—and the wiring will now be placed in covered metal ducts or conduits.

The engineers from Klauder were delighted with the car. They attest that it is the finest prototype electric car they have ever seen. John Dukehart, the electrical engineer and chief of maintenance for the South Shore, was extremely enthusiastic about the quality of the prototype. He feels the car will sell itself and that the crews may have to use baseball bats to keep the people off the cars to avoid overcrowding. NICTD is seriously considering exercising an option and buying at least eight more motor cars now because they will never be any cheaper. If patronage increases require more cars in the future, they will probably be trailers.

San Diego Trolley

The San Diego Trolley is doing just fine, thank you. Operating from the Santa Fe Depot in downtown San Diego to the Mexican border at San Ysidro, the Trolley has exceeded the predictions of it's parent, the Metropolitan Transit Development Board, since its opening on July 26, 1981. For example, ridership on the bright red cars was expected to average 9,800 per day but has been averaging 11,600 per day. Saturday ridership levels are higher than weekdays, which is unusual in U.S. transit. Better yet, although most public transit in the San Diego area recovers only about 40% of its cost through the farebox—nationwide, transit recovers a little under 50%—the San Diego Trolley shows a farebox recovery through September 30, 1981, of 88%. Nothing ever works at a 100% level, but service reliability checks have shown a 97% on-time record. This is quite remarkable for a new line, especially one carrying much more than its expected volume. The double-tracking of the entire line, now underway, is expected to improve service reliability.

Ridership surveys taken by market researchers from Young and Rubicam for the San Diego Association of Governments give an indication of why the patronage is high. Ninety percent of those persons questioned had positive feelings about Trolley service. The major reasons given for satisfaction were that riders felt the Trolley is "convenient, eliminates traffic and parking problems, is comfortable, and is fast." Of the 1500 riders questioned, 44% were commuters going to or from work; 30% of the riders had previously used their automobiles to make the trip.

The fare collection system used on the San Diego Trolley is new to the United States and is apparently working well. Passengers purchase all single and multiple ride tickets and passes from vending machines or other off-vehicle locations. No fares are collected on board, and the motormen do not check to see if riders have tickets or passes. A roving band of ticket inspectors make spot checks to see that passengers have proof of fare payment; if they do not, a fine is levied. This practice, borrowed from Europe—particularly West Germany—allows passengers to board at any door and greatly speeds operations.

San Diego is now studying a north extension of the Trolley service. The first phase of the study, due to be finished in May 1982, will select the most desirable route. The most obvious routes to be considered are the I-5 and I-15 corridors. Then further studies will be carried out to determine if the north extension is warranted and, if it is, how the development should be staged. The second phase of work will examine such factors as activity centers served, construction costs, ridership potential, jobs served, poulation density, funding resources, availability of existing rights-of-way, environmental considerations and current use of public transportation.

No doubt about it, rail transit is alive and well in San Diego.

Flashes

In the San Francisco area, **BART** is seeking $16 million to buy the rights-of-way for extensions of its line from Concord to Martinez and from Fremont to Warm Springs. The money will also be used for design work.

In **Calgary, Alberta**, the new light-rail line has been carrying an average of 38,000 passengers per day.

In **Newcastle-upon-Tyne**, on November 6, Queen Elizabeth formally opened the section of the Tyne and Ware Metro light rapid transit line linking downtown Newcastle to Heworth on the south side of the Tyne River. Eighteen and a quarter miles of the first new light-rail line in England in over 50 years is now open to the public.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

THE SOUTH SHORE'S first new car was outfitted and tested in Toyokawa, Japan, at the Nippon Sharyu Seizo Kaisha plant and has been shipped to the U.S. for evaluation. The initial reaction is that this prototype car exhibits excellent design and workmanship. The broad window band and end stripe are traction orange with maroon center trim strip against an otherwise silver car.

NORTHERN INDIANA COMMUTER TRANSPORTATION DISTRICT

Railnews

DISASTER AT STEAMTOWN The process of trying to revitalize the Steamtown museum and operation at Bellows Falls, Vermont, received a major setback at 7:45 on the morning of February 4, 1982, when snow accumulation caused the main storage and shop building to collapse. The collapse of the building caused damage to Steamtown's "best and most valuable" equipment, which, ironically, had been moved indoors to protect it from the winter weather. Among the locomotives inside the shop at the time were all three ex-CPR G5 4-6-2s, CPR G3 2317, Rahway Valley 2-8-0 15, 0-4-0T 43, British 4-4-0 *Repton* and the Meadow River Shay. Initial inspection indicates that most of the damage to the locomotives was cosmetic—headlights, cabs, handrails, etc.—while the most serious damage was done to the ancient wooden coach 124 which had been converted into a "museum car." The wooden car appears to have been "totaled." Probably the biggest problem caused by the collapse was the loss of the very useful ten-ton bucket loader and the potential loss of much of the heavy shop machinery.

The winter has been unusually severe in Vermont this year, and there was already 37 inches of snow on the ground when the collapse occured—"most of it was that wet, heavy snow," observed Steamtown Director Don Ball. "While it will be some time before we can get the debris dug out, we do not anticipate that this will delay our scheduled opening of May 29 and the regular operation of G5 1246," stated Ball. Steamtown will open and run weekends from May 29 through June 20 and will then go into daily operation on June 26 through September 6.

C&NW COAL LINE Private financing has been arranged by the Union Pacific and the Chicago & North Western for construction of the long-awaited C&NW entry into the Powder River Basin coal fields of Wyoming. Of the $460 million cost, a group of banks will put up $345 in loans, and C&NW will chip in $25 million and the UP will put in the balance of $90 million.

The project consists of linking the Union Pacific with the Burlington Northern's existing Gillette-Coal Creek trackage which cuts through the coal fields. This piece of track was built by the BN in the mid-1970s (see May 1980 R&R) when the C&NW could not come up with the funds for a joint venture. Now the C&NW has arranged for money to build from its central Wyoming branch at Shawanee to the BN, rebuild a piece of its Wyoming trackage and build another new 56-mile railroad from Crandall, Wyoming, to the UP at Joyce, Nebraska.

The first 103-mile piece from Coal Creek to Shawnee will be owned jointly with the BN, while the latter two pieces of track will be owned by a UP subsidiary and leased to the C&NW. The total C&NW haul on any coal traffic coming out of Wyoming will be only 204 miles, and 103 of that will be on joint BN/C&NW track. It appears the big beneficiary of all the gyrations will be the Big Yellow Transportation Machine in Omaha. It is a long way from Joyce, Nebraska, to Chicago or the West Coast ports of Los Angeles, Portland and Seattle—WALTER A. APPEL.

THE *UNIT TRAIN 400?* After touring the Powder River Basin coalfields in Wyoming into which the C&NW has just gained access (see preceeding paragraph), financial analysts and UP and C&NW officials made a fast run on the old Overland Route from Cheyenne to Chicago on November 16-17, 1981, and next day were taken to the Wisconsin Electric Pleasant Prairie power plant in a deluxe streamliner worthy of an earlier era. Powered by GP40Xs on the UP, the train got the "Presidential" F7s 415, 419 and 421 on the C&NW; the consist was made up of two steam generator cars, a staff car, six sleepers, a dome lounge, a diner and business car 114—all UP—plus C&NW business car 400. A lone GP50 whisked the train back to the UP on the evening of the 18th. Incidentally, the C&NW is reportedly adding a fourth unit, 422, to the Presidential F7 fleet.

"THE GREAT TRAIN RIDE" On Saturday, November 7, 1981, Pittsburgh saw its PATrain equipment in some strange places as County Commissioner William R. Hunt took several hundred invited guests on a tour of possible commuter routes in the Greater Pittsburgh area. Among the lines covered were the Montour and Pittsburgh, Chartiers & Youghiogheny in addition to more conventional lines of the B&O, P&LE and Conrail. The Montour line is within a mile of the airport and was being considered for a shuttle service, and the other lines travelled have similar mass transit potential. A $10,000 grant from the Allegheny County Industrial Development Committee paid for the train. At the very least, it made a great day for local railfans.

On a less optimistic note the Conrail *Parkway Limited* was discontinued for lack of ridership.

KATY ELECTRIFICATION In what seems to be the "sleeper" story of the year, the Missouri-Kansas-Texas has announced the signing of a contract with Electrack Incorporated of Hyattsville, Md., for management and engineering services for the electrification of 323.5 route miles of single track main line between Ft. Worth and Houston, Texas. Electrack, a subsidiary of BICC Limited of the United Kingdom, will be responsible for overall project management and engineering including power supply, catenary, signaling and track and grade crossing modifications. They point out that the last major project of this type on a main line in North America was the electrification of the Pennsylvania Washington-New York corridor in the 1930s! Now the question is: Will it be E60s or GM6Cs in green with yellow zebra stripes?

ILLINOIS TERMINAL The Norfolk & Western took over the Illinois Terminal Company on September 1, 1981, and things have begun to change on the former-interurban line. As of February 1, 1982, most of the ITC trackage rights operations were given up, and trains began running only on former-ITC or N&W lines. While some of the units have been cycled through N&W's Roanoke Shop for "standardization" of air brakes, cab ammenities and such, most of the ITC power has remained on home territory with the exception of a few straggling switch engines and the six SD39s. The SDs were replaced with N&W Geeps and sent to Roanoke for standardization before being assigned to Brewster, Ohio, for use primarily on coal trains between there and Pine Valley Yard at Dillonvale. While many entered N&W service in unaltered ITC livery, the 2963 (color photo, page 2) seems to be the pattern for the immediate future with early-Conrail-style patchwork repainting and N&W stencilling.

The ITC-to-N&W renumbering will have SW8 801 becoming N&W 2115; SW1200s 1201-1212 and 1220-1221 remaining unchanged; GP7s 1501-1506 becoming N&W 3401-3406; SW1500s 1509-1515 becoming N&W 2290-2296; GP38-2s 2001-2004 becoming N&W 4160-4163; SD39s 2301-2306 becoming N&W 2961-2966; and Precision-rebuilt "GP20Ms" 2008-2009 remaining unchanged. Precision Geep 3419 will go back to PNC when its lease expires.

NEW N&W COLORS? In early 1982 three Norfolk & Western GP38AC's were given a new paint scheme (see page 2) of black with a 30-inch white band around their midsection. Speculation was high that this was Southern-inspired and would become a standard paint scheme, but such, in fact, is not the case. The scheme was one of a number proposed by an outside source last fall and was definitely not "Southern inspired." Knowing that a special passenger move for the Roanoke Centennial was scheduled for January, the railroad took the opportunity to try out the experimental paint scheme on the three GP38AC's slated for the special. In the meantime, the "new" N&W paint scheme has been decided upon: basic black with the name NORFOLK AND WESTERN spelled out in 15-inch white letters on the long hood. The economy and durability of the present black was the basis for the N&W rejecting suggestions for a more colorful image. C30-7 8072 presently wears an experimental gold lettering on its left side and standard white on its right as a paint durability test.

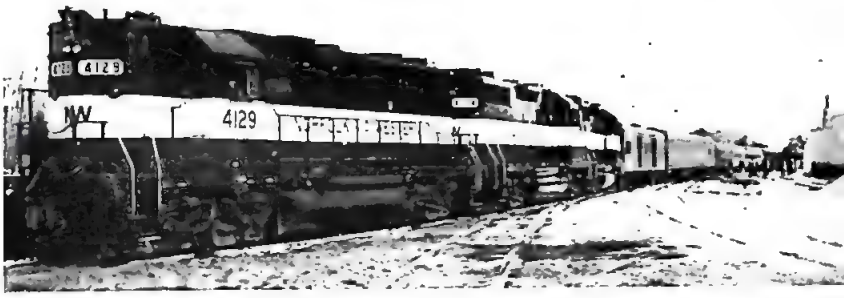
The passenger special carrying Virginia Governor Robb and members of the General Assembly operated from Richmond to Roanoke on January 29 for Centennial celebrations under the sponsorship of the Roanoke Chamber of Commerce. The train of N&W and Southern passenger equipment was powered by the white-striped GP38AC's (4104, 4107 and 4129) and returned to Richmond January 31.

SIDNEY & LOWE R.R. A huge maintenance facility for repairing unit train hopper cars at the former Sioux Army Depot in Sidney, Nebraska, is the reason that the Sidney & Lowe Railroad is relaying ten miles of torn-up former-CB&Q trackage to gain direct access to the important BN coal route from Alliance, Nebraska. The Glover car shops have long term maintenance contracts with utility firms

TWO PHOTOS BILL RAIA

THE *UNIT TRAIN 400?* That might be an appropriate name for the deluxe consist that took UP and C&NW officials and financial analysts from Cheyenne, Wyo. (after visiting the Powder River Basin coalfields), to Chicago and then the Wisconsin Electric Pleasant Prairie power plant on November 16-19, 1981. It's shown here at Pleasant Prairie on the 18th.

RAY SAUNDERS



NEW N&W COLORS? Sorry, the scheme that adorns GP38ACs 4129, 4104 and 4107 is an experiment used on the Roanoke Centennial Special carrying Governor Robb and members of the General Assembly from Richmond to Roanoke on January 29, shown here on the SR interchange at Burkeville, Va.

TWO PHOTOS JOE JACK

"THE GREAT TRAIN RIDE" was a special train of PAT equipment that toured a number of lines in the Pittsburgh area on November 7, 1981, to take the guests of County Commissioner William R. Hunt on a first-hand look at potential mass transit routes. It put the push-pull passenger train into some interesting places, such as Conrail's "OC" Ohio Crossing Bridge (right) and curving off the Pittsburgh, Chartiers & Youghiogheny (above) onto the P&LE at McKees Rocks after running to within a mile of Greater Pittsburgh Airport on the tracks of the Montour R.R. Power for the train was PAT F7AU 6691 and Chessie Geep 6600. The tour was financed by a $10,000 grant from the Allegheny County Industrial Development Committee and stirred up a good deal of local interest. At the very least, it made for a day of unusual photography for the railfans.

who operate unit coal trains, guaranteeing the S&L a prosperous future. The railroad presently rosters one RS1 (see page 2), originally Rock Island 743, which went via the Birmingham Southern as its 743 and later 243 to the South Hopkins Coal Company in Nortonville, Kentucky, where it became well known to local fans by its name, *Jiggs*. The unit came to the S&L via locomotive dealer George Silcott. Incidentally, you won't find "Lowe" on the map; it refers to the S&L's president Jack Lowe.

Also on the base at Sidney is the Sidney Warehousing & Industrial Sites which uses ex-SP Alco S6 1222, now SW&IS 244.

NORTHWESTERN STEEL & WIRE For once, the news of a steam locomotive being scrapped is not all bad. With three of its 0-8-0s already preserved off the property (80 at Illinois Railway Museum, 73 at the Dillon Museum in Sterling and the 76 at the Depot Museum in Amboy, Ill.), NSW released all eleven remaining locomotives to the Illinois Railway Museum after negotiations fell through with other "takers." The agreement was that IRM would get the engines it wanted off the property or scrapped within three weeks, and after inspection IRM selected nine locomotives for removal and two for on-site scrapping. The two engines scrapped were the 8310 and the 25, and both had already been heavily cannibalized and were unmoveable—although Gary Bensman, a private contractor brought in to help with the scrapping/salvage, reports that the 8310, which never ran at Sterling, had a "beautiful boiler—clean as a pin!" The 8310's cab and backhead were removed intact and will be installed at IRM as a "walk-in" display. The nine salvaged engines are presently stored on a leased siding near Sterling as IRM makes plans for their disposition. One of the locomotives will likely be moved to IRM and carefully cut open to make a static display showing the interior construction of a typical steam locomotive.

PUTTING THE "B" IN BN In the past few issues we've been running photos of Burlington Northern's cabless conversions of damaged hood units (SD40-2 7500, U30CB 4500-originally 5336—and GP38B 2601), and it now appears to be substantially more than just a bit of shop tinkering. The BN has just placed an order for 53 new cabless "B30-7A" four-axle 3000-h.p. road units from GE. Apparently the maintenance saving in speed recorders, FRA windows, heaters, water coolers, radios and such outweighs the relative lack of flexibility inherent in cabless units. Looks like they're reinventing the B-unit all over again—but at least in GE's case, calling them "A" units!

WHITE PASS MIKADO 73 White Pass & Yukon retrieved 2-8-2 73 from her permanent display in Carcross in 1979, and since then "rumors" have filtered down about possible operation. With a massive press and tourism promotion campaign, the WP&Y has announced a series of excursions with the overhauled Mike for 1982. Each of the scheduled one-way excursions will consist of eight open platform parlor cars with seating capacity limited to 80 passengers per trip (one way fare is $120 U.S.). The train will run southbound from Whitehorse to Skagway on June 7, July 5, August 1 and August 30, with northbound trains Skagway to Whitehorse on June 21, July 19, August 16 and September 22. During the two week layovers at either end of the line between trips, the 73 will be under steam and used to pull the regular passenger trains between the edge of town and the depot, both inbound and outbound. For reservations phone Seattle 206/623-2510.

The decision to restore the 73 was made by WP&Y's President and Chief Executive Officer Tom King, with the restoration work performed under the direction of Bob Swanson of British Columbia Royal Hudson 2860 fame. The overhaul was done in the Whitehorse enginehouse in the summer of 1981, and she now wears her original 1947-style paint scheme and lettering. In addition to the scheduled excursions, the 73 will be available for charter, operational conditions permitting.

STATE OF OREGON The cancellation of 403(B) funding by the state of Oregon resulted in the discontinuance of Amtrak's *Willamette Valley Express* service between Portland and Eugene on January 1, 1982. The experimental service was initiated on August 10, 1980, but low ridership reportedly took in only $850,000 on an expenditure of $3.5 million. The trains were 751, 752, 753, 755 and 796.

DAN PATCH TO SOO The 45-mile Minneapolis, Northfield & Southern is being acquired by the Soo Line, itself a subsidiary of the Canadian Pacific. Known as the "Dan Patch Line," after the famous racehorse, the MN&S performs as a belt line and industrial switching line on the west and south sides of the Twin Cities. The MN&S is recognized nationwide for its big blue and red boxcars and covered hoppers. Its motive power consists of EMD SW1200s and SW1500s along with two SD39s. It still rosters one Fairbanks-Morse switcher and one unserviceable centercab Baldwin—presently coupled to one of Castolite's ex-D&H Baldwin Sharks; talk about the odd couple!

The demise of the Rock Island and traffic patterns altered by mergers have cut into the MN&S's transfer business, but good industrial growth along its metropolitan lines has kept it in relatively secure condition—WALTER A. APPEL.

FOOTBALL SPECIALS SEMTA made good use of the Grand Trunk Western's proximity to Pontiac's Silverdome and operated a number of push-pull consists—with locomotives at both ends—from downtown Detroit to the Super Bowl football game on January 24. One train was chartered by CBS and the NFL for VIP's, and food service including shrimp and champagne was served in leased Amtrak lounge cars. Equally elegant but on a somewhat less grand scale, on December 13, 1981, the Richmond, Fredericksburg & Potomac's Traffic Department treated its Richmond customers to a business car ride from Richmond to Alexandria and back to watch the Redskins beat the Colts 38 to 14.

BOMBARDIER BUILDS FOR NEW YORK Six aluminum push-pull commuter cars have been ordered from Bombardier by the State of New York for use on the Hoboken, N.J. — Port Jervis, N.Y., route by the MTA and N.J. Transit. The cars are an "add on" order to the 117 being built in the Barre, Vermont, plant of the Canadian company for N.J. Transit's CNJ and New York & Long Branch. The new cars are almost identical to the fleet built by Pullman-Standard for use in New York and New Jersey on the former Erie Lackawanna diesel-operated commuter lines—WALTER A. APPEL.

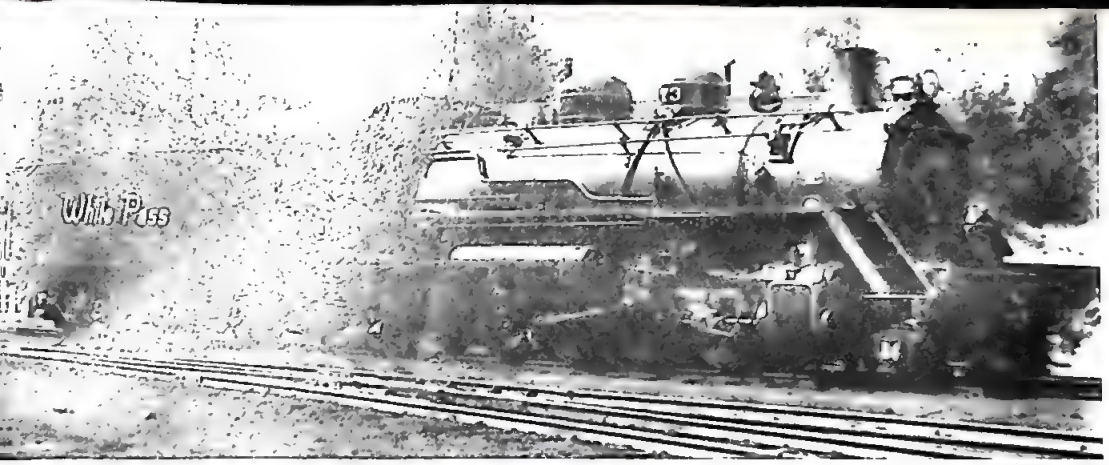
CONRAIL LINES SOLD On December 11, 1981, Federal Railroad Administration head Robert W. Blanchette announced the final plan for a Congressionally-ordered transfer of much of Conrail's New England trackage to private operators. The agreement ended a year-long fight between the Providence & Worcester and Boston & Maine on who gets what as Conrail attempted to shed what it considers hopelessly unprofitable lines in ex-New Haven territory.

The B&M will get trackage rights over the 62-mile Amtrak-owned Springfield-New Haven main line, which forms a natural extension of B&M's Connecticut River route. The B&M will also take over freight service on about 170 miles of branch lines, principal segments of which are Berlin-Waterbury, Derby-Torrington and New Haven-Avon in Connecticut, plus North Adams-Pittsfield, Mass., and Pittsfield-Canaan, Connecticut. B&M's purchase and rehabilitation of these lines will be funded by a $3.2 million loan from Timothy Mellon's Guilford Transportation Industries.

P&W will take over 75 miles of freight service on Amtrak's Northeast Corridor line from the Providence area to New London and Old Saybrook, Conn., as well as two short Rhode Island branches. The transfer will end Conrail operations in the smallest state. Finally, a new shortline to be known as the New England Southern will take over 21 miles of track from Westfield to Holyoke and Easthampton, Massachusetts.

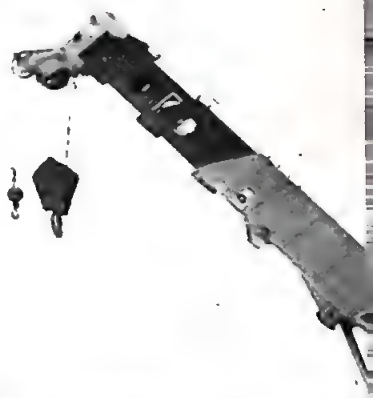
March 1 is the expected startup date for the New England Southern, and also the date for transfer of the North Adams-Pittsfield-Canaan line to the B&M. The other sales should occur shortly thereafter. B&M and P&W both feel that with efficient operation and aggressive marketing they can make money where Conrail has failed.—TOM NELLIGAN.

CUYAHOGA VALLEY Although the final contract has not yet been signed at press time, the word is that the Cuyahoga Valley Line will be operating in 1982 with ex-GTW USRA 2-8-2 4070 on its regular weekend excursions from Cleveland to Hale Farm and Quaker Square in Akron. Operations will begin on June 5, and they now have a computerized ticketing and seat selection system. Telephone 216/468-0797 for updated information.



DEDMAN'S PHOTO SHOP

GARY P. BENSMAN



WHITE PASS MIKADO 73 has completed its overhaul and restoration to its 1947 livery and will be handling excursions this summer over the full length of the narrow gauge railroad. When not on excursions, the 73 will be used to power the regular passenger trains between the depot and edge of town at either Skagway or Whitehorse.

P.K. WITHERS

PUTTING THE "B" IN BN are more cabless rebuilds such as this ex-Frisco GP38 at West Tulsa on December 6, plus 53 new cabless "B30-7A's" on order from GE.

NORTHWESTERN STEEL & WIRE 0-8-0s 8310 and 25 were scrapped in February 1982 by Illinois Railway Museum crews who salvaged nine other 0-8-0s intact for preservation.

BOB HEAVENRICH

RAY SAUNDERS

FOOTBALL SPECIALS were operated to the Super Bowl on January 24 (left) by SEMTA and GTW from Detroit. The RF&P treated Richmond customers to a trip to Alexandria and the Redskins/Colts game aboard business car *One* on December 13.

WAYNE DEPPERMAN

STATE OF OREGON funding ran out for Amtrak's 403(B) *Willamette Valley* service between Eugene and Portland on January 1, 1982. An F40 and two Superliners made up the last 751, pausing here at East Milwaukie, Ore., at 7:21 a.m. on December 31. Low ridership caused the cancellation of the service which consisted of a morning and evening train each way between Portland and Eugene. The northbound morning train from Eugene was the *Mt. Rainier*, which will now originate at Portland.

Follow that Jet!

Chasing Chessie's *Philadelphia Trailer Jet* from Willard to New Castle. **by Mark Perri**

On any given Saturday, a typical photo outing with a group of railfan friends would involve a visit to a local yard or hot spot. Perhaps everyone would jump in one car and chase a trio of Alcos or catch the pool power in a favorite local setting.

In the summer of 1980, though, our group in Akron, Ohio, had had enough of Conrail's stored Alcos in Cleveland and Youngstown and could no longer chase a Western Maryland F-unit 30 miles east or west. A good photo didn't come easily, and our adventurous trips to western Ohio or Pennsylvania were getting routine.

While trading slides one evening over a few cans of Colorado's finest, Roger Durfee and I discussed the abovementioned problem. We decided that what we needed was an all-out chase: a good train, good scenery and accessibility (which immediately rules out Conrail; Harlem, N.Y., or the Union R.R.). We decided on the *Jet*. More specifically, B&O's Chicago-to-Philadelphia TOFC/COFC hotshot. After all, most calls between us at night usually include "... and when did the *Jet* come by?" "Oh, about 10:00 a.m., as usual." It's the B&O's premier train. It's all trailers. And it runs.

Our chase plan began to take shape. We'll make a day of it and follow the *Jet* for the entire 147 miles of B&O's Akron Mainline Subdivision from Willard, Ohio, to New Castle, Pennsylvania. Many photo opportunities would be present, but because of the layout of the tracks in relation to the roads, it would be possible to shoot only a few of them. In addition, the train speed causes city speed limits and some backtracking to be a problem. To offset this and secure maximum photo coverage, we decided to enlist the help of three friends in two more cars. This would enable us to leapfrog and shoot the train in as many locations as possible.

Discussing our chase route, we began to discover the many photo locations in the area that we generally take for granted. The scenery is ideal—not as stunning as the Canadian Rockies, but consistently good with excellent variety. From west to east, the Akron Subdivision begins in the rural, agricultural flatlands of north central Ohio. As one proceeds east, rolling hills begin to form and classic small towns with their friendly atmosphere surround the crossroads of major state routes. The industrial northeastern region includes the steel mills at Youngstown and gives way to scenic railroading in Pennsylvania along the Mahoning River Valley in the foothills of the Alleghenies.

Our selected routes will also provide us with a quick refresher course in the area's rail activity. Included are various crossings with the Norfolk & Western and Conrail and some flirting with the increasingly obscure Akron, Canton & Youngstown west of Akron. Various branchlines of the Chessie appear, and several times we will be so rudely reminded of the demise of the Erie Lackawanna.

With out plans finalized, we review them before departure. Roger and I will drive to Willard on Friday night and be up with the train's arrival in the morning. Early Saturday, George Cheatwood and Doug Edwards will be waiting at Sterling, and Bob Farkas will be at Warwick. Our accessibility for photographs is excellent, and with the exception of yard shots at Willard and New Castle, all photos will be taken off railroad property.

Since we will be chasing a weekend *Jet*, our pace will be somewhat relaxed. These trailers, which will arrive on Sunday, won't be unloaded until Monday. Extra effort to expedite, which usually includes another unit at Willard, is not necessary.

Nearing Willard on Friday night, August 15, 1980, Roger and I are pleased to see clearing skies. After a rather uneventful ride and a handful of night shots at Willard, we retire to the elegant but somewhat restrained accommodations of Roger's Olds Cutlass "motel."

Saturday morning, August 16, is sunny and warm. After getting civilized and putting away a welcome breakfast, we're trackside at Willard for the arrival of Chessie's eastbound *Philadelphia Trailer Jet* which had departed Chicago's Barr Yard just before midnight. The Chessie's publicity department would have had a hard time coming up with a better-looking train for us. Two reasonably clean GP40-2s, 4145 and 4215, were coupled elephant-style on the front of a seemingly endless string of piggyback cars. From here, the photos tell the story:

ROGER DURFEE

THE RAILFAN TEAM that chased the *Philly Jet* consisted of (l to r) Roger Durfee, George Cheatwood, Robert Farkas, Doug Edwards and Mark Perri. One question, guys: Why the winter coats for an August chase? Oh, that's the shot you forgot to take in August.

ROGER DURFEE

WILLARD, OHIO/M.P.204.2/9:05-9:15 a.m. Out of Chicago's Barr Yard just before midnight, B&O's *Philadelphia Trailer Jet* arrives on the main line at the division point of Willard at 9:05 a.m., a little behind its scheduled time of 8:40 a.m. It departs after a ten-minute crew change—sorry, no AT&SF-style roll-through. The two Chessie GP40-2s, 4145 and 4215, waste no time in getting out of town, and neither do we. Since we must first go south before heading east on U.S. 224, our departure from town is restrained by traffic and speed laws.

ROGER DURFEE

ROGER DURFEE

MARK PERRI

GREENWICH/M.P.193.2/9:44 a.m. The *Jet* hammers the diamond of Conrail's Big Four line from Cleveland to Galion. The AC&Y crosses both roads nearby. After a slow order, the *Jet* is up to track speed.

NOVA/M.P.181.1/9:59 a.m. Nova is a one stoplight town, and it got us; clearing that we hung a left on Route 511 and set up at handsome but boarded-up VN Tower.

"PAWNEE"/M.P.169.3/10:20 a.m. Nearing Lodi, we're impressed with the scenery at this location along U.S. 224. We are not impressed, however, with the fact that our next photo stop is less than three miles away and the *Jet* is doing 60.

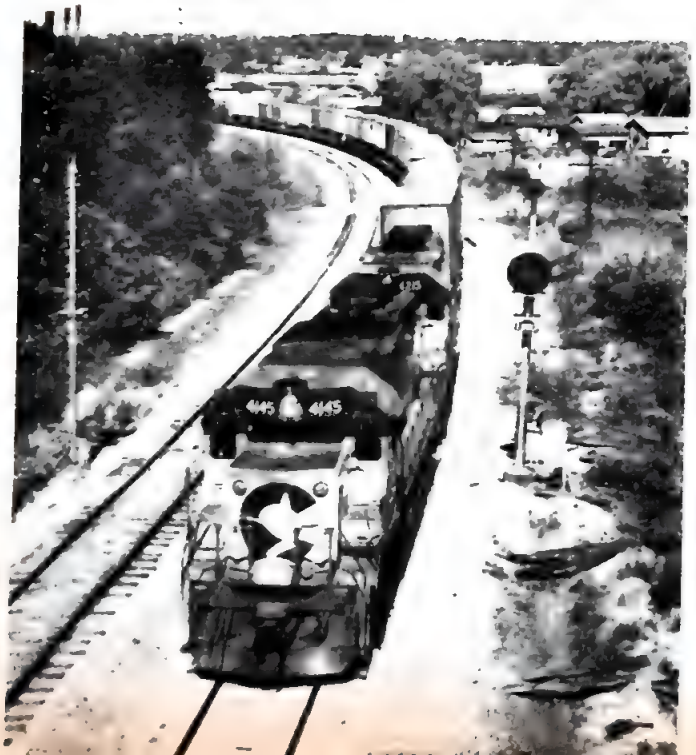
ROGER DURFEE

LODI/M.P.166.6/10:23 a.m. Just west of Lodi on Route 421 are three massive stone arch bridges. The first and largest spans a stream, and although very prominent is photographically obscured by a building and large trees. The second, shown here, is about half the size but makes for a fine photo. The third bridge is smaller yet and spans a back road. Lodi is less of an obstacle for the *Jet* than it is for us.

GEORGE CHEATWOOD/DOUG EDWARDS

STERLING/M.P.155.4/10:46 a.m. Not long ago, Sterling was a much busier interlocking. Until last summer Conrail's former-Erie Lackawanna main line crossed here, but now one diamond has been removed and the other is spiked for the B&O (it has since been removed). The tower and operator, however, are Conrail's. Because a coal train ahead has tripped the hotbox scanner, the *Jet* will be "reversed", running the westbound main from here to Warwick with a restricted speed of 35 m.p.h.

ROGER DURFEE

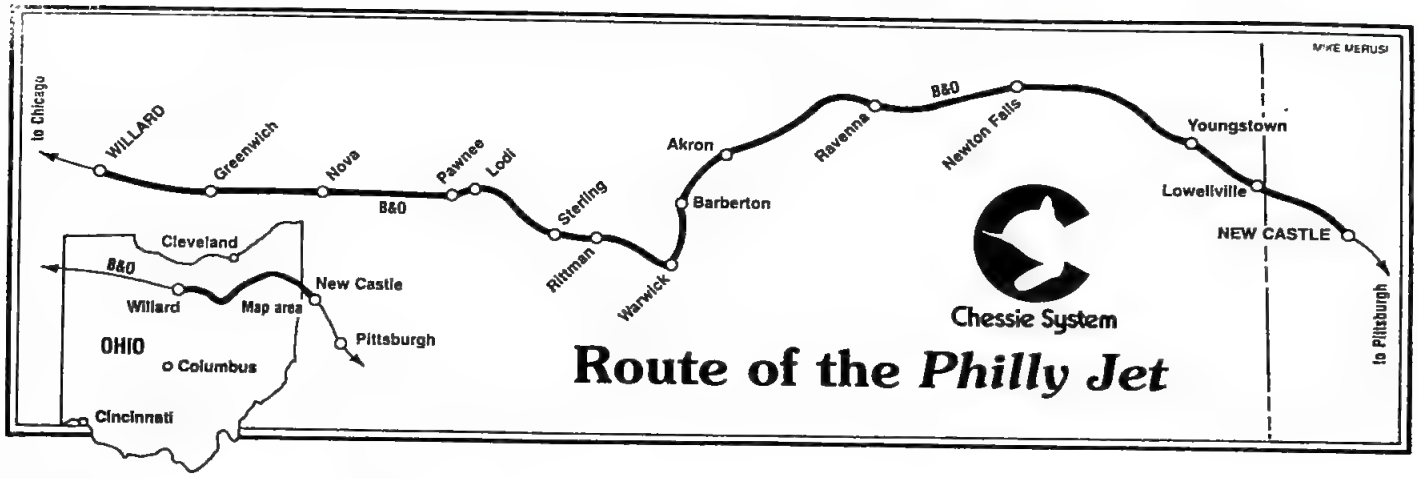


RITTMAN/M.P.150.7/10:57 a.m. The Route 57 overpass makes for a nice shot of the *Jet* still running on the "wrong main."

ROBERT FARKAS

"WARWICK"/M.P.144/11:24 a.m. Having passed the coal train, the *Jet* traverses the crossover back to the eastbound main while entering trackage rights on Conrail's ex-Pennsy Akron Secondary. Conrail dispatches and maintains this line which connects the old PRR main at Orrville with the Cleveland-Pittsburgh "ore line" at Hudson. Since losing its post office, Warwick is now on the map as Clinton. Bob Farkas joined the chase here.

Follow that Jet!



ROBERT FARKAS

BARBERTON/M.P.137.1/11:45 a.m. Our *Jet* is approaching Snyder Avenue in Barberton, and it will soon pull alongside the old EL main for parallel running through Akron. This is still joint B&O-Conrail track.

AKRON/M.P.131.5/12:08 p.m. Three 10-m.p.h. slow orders have had a visible effect on our *Jet's* running time from Warwick. Firestone's aging Plant No. One and the relatively empty Conrail South Akron Yard provide a sign of the sluggish economy. The partially dismantled tracks at right are the old EL main line through Akron.

GEORGE CHEATWOOD/DOUG EDWARDS

Follow that Jet!

ROGER DURFEE

AKRON/M.P.131.2/12:10 p.m. The mobile trailer, barely visible behind the first pig, was Conrail's "South Street" block station where westbounds off the EL are routed south to Orrville and west to Chicago on the PRR main. This junction is now, for all practical purposes, the west end of the EL. The EL jobs must now throw their own switches. A CR local works the single EL track west to Barberton and Wadsworth.

GEORGE CHEATWOOD/DOUG EDWARDS

AKRON/M.P. 129.6/12:15 p.m. (right). JO Tower is visible above the left end of the Market Street bridge. Just east of here the *Jet* will regain home rails at "AY," B&O's Akron Yard, where the eastbound Akron Sub ruling grade begins.

GEORGE CHEATWOOD/DOUG EDWARDS

RAVENNA/M.P.110.6/12:55 p.m. With CTC from Chicago ending just west of Willard, the B&O east of there still uses block towers. RN Tower has a set of crossovers and the connection with Conrail's ore line in the background. Detroit Edison coal trains used to run here on the B&O from Niles Jct., but they now take an all-CR route. Our *Jet* is really rolling again.

ROGER DURFEE

RAVENNA/M.P.109/12:58 p.m. The *Jet* is clearing town as it is about to duck under the Route 5 underpass. Its solid-pig consist makes an interesting contrast to the unbroken string of stored covered auto racks tucked in the siding. Most of the railroads in this area depend heavily on the auto industry, and the stored racks are an unpleasant reminder of the slump.

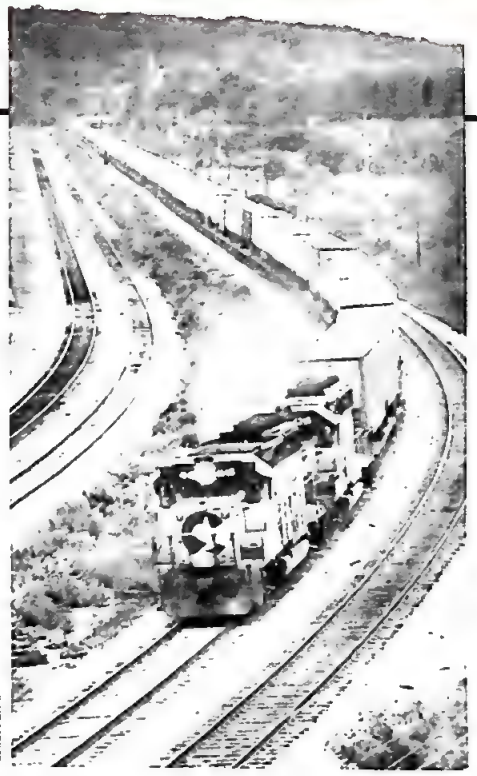
MARK PERRI

NEWTON FALLS/M.P.93.4/1:20 p.m. After about 15 miles of parallel but not pacable running on Route 5, we stop east of town on the Ohio Turnpike bridge. The B&O runs along the southern edge of the government's Ravenna Arsenal, while the old EL follows the northern side. This is one of the last photographable tangents on this end of the Akron Sub.

ROGER DURFEE

YOUNGSTOWN/M.P.73.9/2:01-2:25 p.m. We and the *Jet* arrive at the Center Street crossing, but he is met with a red signal. A pair of Conrail Geeps and seven cars has delayed the pride of the B&O and given us a few minutes to study the junction maze where the B&O main crosses the joint P&LE-CR line to Ashtabula and the ex-PRR Shenango branch, both of which see hot metal trains. The busy P&LE Gateway Yard is immediately behind us, where N&W, B&M and Santa Fe pool units are often seen.

MARK PEARO



LOWELLVILLE/M.P.67/2:40 p.m. Along the Mahoning River we catch the *Jet* on the road for the last time right at the Pennsylvania/Ohio state line. The prosperous-looking double track main at left is the P&LE.

NEW CASTLE, PENNSYLVANIA/M.P.57.5/2:50 p.m. After 5½ hours and 147 miles, the *Philadelphia Trailer Jet* has arrived at New Castle. Since this is a "500-mile point," the *Jet* will get a 30-minute inspection. While the Car Department does its job, a headlight appears from the east, and soon the *Chicago Trailer Jet* is facing the *Philly Jet* across Cherry Street. The *Chicago Jet* is the first to move out, resulting in a meet of kitty-cat Geeps and a lot of trailers—and one non-revenue passenger huddling behind the tires of the westbound's first trailer. We did consider chasing the *Chicago Jet* back home, but a hot meal sounded like a better idea.

ROGER DURFEE

About that diesel . . .

LOWELL AMRINE

By now, the editors of every railroad-oriented publication from here to Cucamonga should be up to their armpits with photos of 4449. Like so many other railfans, I, too, could not resist the temptation of a live 4-8-4 in the livery intended by God and Espee. While I might have missed Railfair in Sacramento, a GS-4 in one's back yard is something one doesn't take lightly; so on a fine spring morning I stepped behind the Mobil station in Mojave to have implanted forever upon my memory the magic any live steam engine radiates and 4449 personifies.

In the wake of its passing stood a small crowd that now began to disperse. Like so many witnesses to an accident, their comments also began—the kind made more to oneself than to anyone else, but made loud enough for at least some people to hear. One particular utterance came from an older gentleman who, from the patch-work quilting of railroad emblems all over his overalls, was obviously a member in good standing of the railfan community. "Too bad about that diesel," his remark directed at SD40 7364, which Espee had chosen as much for public relations as insurance in a high-density traffic area such as Tehachapi. "Too bad about that diesel" is just about right, but that is where the agreement ends, for if either engine had cause for mortification, it was surely the 7364.

Now before you all arrive on my front doorstep armed with judicious amounts of tar and feathers, let me explain.

Was it not the SD40 that introduced the 645 prime mover to the Espee? Granted, the 20-cylinder SD45 would fulfill the prophecies of diesel author Joe Strapac and become "the universal locomotive of the Souther Pacific," but in the wake of this decade's newest four-letter word, OPEC, the 16-cylinder SD40s have come into their own, the last of which are emerging from Sacramento, rebuilt to the quality of a new locomotive, a status which has already been bestowed upon Espee's GP9s and beloved "Cadillacs" (SD9s)—and that's not bad company!

My point being that for a grandchild of the technology which took over from steam to play second fiddle behind the tender of the vanquished is indeed cause for chagrin. Comparing the two engines, unfortunately, does neither justice, and if you're out there waiting trackside for the general return of steam, I hope you brought a sack lunch, because what one GS-4 is to one SD40 means little when you remember that a quartet of those six-axle machines will lift tonnages over grades and at speeds no GS-anything could match.

Present-day railfans riding behind F7s should indicate that at least some of us perceive that diesels are not the victor over steam, but the logical extension of that which we call "railroading." If railroading as a whole is truly greater than the sum of its parts, then the question might be: what will 7364 be leading into town a quarter of a century from now?—LOWELL AMRINE.

J.J. YOUNG, JR.

MOWER LUMBER three-truck Shay No. 4 has been climbing the switchbacks of Cheat Mountain above Gum's farm for decades, hauling logs until 1960 and tourists on the Cass Scenic Railroad ever since. It was recreating images of an earlier era with the log loader (hidden behind the cab), a flatcar and caboose during photo runs for the May 1978 Cass Railfan Weekend.

Photo Line

COVERED WAGONS seem to bring out the best in a railroad—and the years that were theirs are fondly remembered for the rich "railroading" that surrounded them. Take, for example, the awesome Pennsylvania Railroad Middle Division at Trexlertown, Pa. **(above)**, where in the winter of 1955 two freights staged a high speed main line meet. The A-B-A F7s on the eastbounder are leading a pure steam-era consist, matched by the westbound behind what appears to be a Geep. One track is missing, but in 1955 that implied that the F7s were saving their owners money through efficiency—not an inexorable step toward oblivion that such would suggest today. The gurgling Babyface Baldwins on the Jersey Central at Phillipsburg, N.J., on April 23, 1966, were more appropriate for the somewhat less tidy right-of-way **(right)** as they headed for High Bridge. While the aristocratic A-B-A F7s *belonged* on the immaculate Middle Division, the well-worn CNJ 72, 71 and 77 seem very much at home at P'burg. There's also something somehow "correct" about covered wagons on a cold night, and the Chicago & North Western's A-B-B-B-Geep set preparing to take train 703 out of the old M&StL Cedar Lake Yard in December 1979 is carrying on a timeless tradition. Never mind that most of the fleet is already stored and that homeless Rock Island Geeps, more SD40-2s and GP50s are about to quiet them forever, the 215 and its mates are warming the −25° night with an image first seen here with shiny yellow and green M&StL wagons of slightly different hue.

Photo Line

DON WOOD

STEVE GLISCHINSKI

MARTIN S. ZAK

In Search of Steam

BY MIKE EAGLESON

Baldwins in Peru

Finding U.S.-built steam in regular service is getting harder and harder these days, especially in fantastic mountain scenery with complete photographic freedom. For the intrepid steam fan, the sounds of a Nathan three-chime whistle and the out-of-square bark of a laboring oil-burning steam locomotive can still be heard in several places deep in the Andes Mountains of South America. This month's column is devoted to one such "find" in search of U.S. steam today.

The Huancayo - Huancavelica Railway is a 128-kilometer (approximately 78 miles) long, three-foot gauge line which runs between its namesake towns in Peru. Both freight and passenger trains are hauled by steam, although one narrow gauge diesel and a railcar supplement service.

The main rail center and by far the best place to stay is at Huancayo, where excellent accommodations by any standards may be obtained at The Hotel Turista. There are no automobile rental agencies at Huancayo, so if you intend to photograph by rented car rather than just ride the train, you may obtain a Hertz vehicle in Peru's capital at Lima and drive directly to Huancayo—uphill most of the way and paralleling the standard gauge Central Railway of Peru (FCC), itself a railway photographic masterpiece with numerous bridges, tunnels and switchbacks. Although now fully dieselized, you may see a U.S.-built 2-8-0 on display beside the downtown Lima railroad station, as well as a few stored serviceable 2-8-0s and 0-6-0Ts in the Callao locomotive shed.

Motive power on the Huancayo-Huancavelica (FCHH) takes the form of four principle locomotive designs, two of them built by Baldwin in the 1920s. Smallest of the roster are the trio of Moguls, Nos. 101-103. No. 103, currently the beauty in use, sports a two-tone green paint scheme, not unlike the hues used on the old *Erie Limited* in early diesel days. A mid-sized (by FCHH standards) Baldwin Mikado No. 106 is still in its faded *yellow* livery but is presently in the process of being cannibalized for parts and then broken up. Two good looking Hunslet 2-8-0s are regular road power. No. 107 is painted a single shade of green, while No. 108 is a dark red. Newest steam power on the line are the three Henschel Mikados, Nos. 104, 105, and 109. These were built in 1950 and 1951. A narrow gauge derelict boiler and frame rests beside the water tank in the main shop yard at Huancayo. The water tanks on the line, incidentally, deserve special mention. They are affectionately called "Wizard of Oz" tanks, as they are unique welded-and-riveted steel designs with a high pointed roof resembling the head of the tin man in that old storybook novel.

Following a quick 6:30 a.m. breakfast at the hotel, one finds that the 7:15 train departs the FCHH station in Huancayo and steams at less than a walking pace with whistle chiming and bell tolling wildly as it spreads the early market merchants who literally set up on the railroad tracks beside their stalls to sell their wares. The train loads at one or two points along the line, and passengers (mostly Peruvian Indians), literally throw their burlap bag baggage through the open windows of the wooden coaches and climb through after it. Those older or more timid passengers who choose the more conventional method of steps, end platform and doorway entrance, find no empty seats by the time they do get aboard (Long Island Rail Road commuters take note!).

An excellent choice for superb scenic rail photography is at the high steel bridge at Chanchas. Here, while waiting for trains, women wash their family clothes in the muddy river, then spread the garments out to dry along the grassy riverbank. Then, they strip and wash themselves. Meanwhile, cattlemen drive their herds to the waterside to drink, then force them into the water and across to the next side to continue their journey. All this activity while waiting for a passing steam train on the bridge above makes fine photographic amusement—particularly with a telephoto zoom lens!

Chasing the steam trains by rented car is difficult but can be done. Seven miles out of Huancayo at Viques, the line skirts the river gorge with the dirt pace road running a tortuous roller-coaster route on the opposite side of the river. At Izcuchaca, a rural Indian village, there is a road bridge into the town. A passing siding allows two trains from opposite directions to meet and pass each other beside the town playground and market place. Some good photography may be achieved here with natives scrambling to hawk their goods to the train passengers through the open windows, while the engine crew "oils around." A lesser chase road follows to Mariscal Caceres where the railway road and houses share a narrow shelf between the mountains and the river.

At the far end of the line at Huancavelica is a small enginehouse near the quaint station. After a difficult mountainous journey by car over dirt and gravel roads, I reached this remote town to find only Henschel 2-8-2 No. 109 simmering inside the stone shed. After talking to the hostler in my broken "high school Spanish," and presenting him with several color postcards of U.S. steam, he opened the doors of the enginehouse, raised the steam pressure in the boiler and brought the Mikado outside for some late afternoon glitter shots.

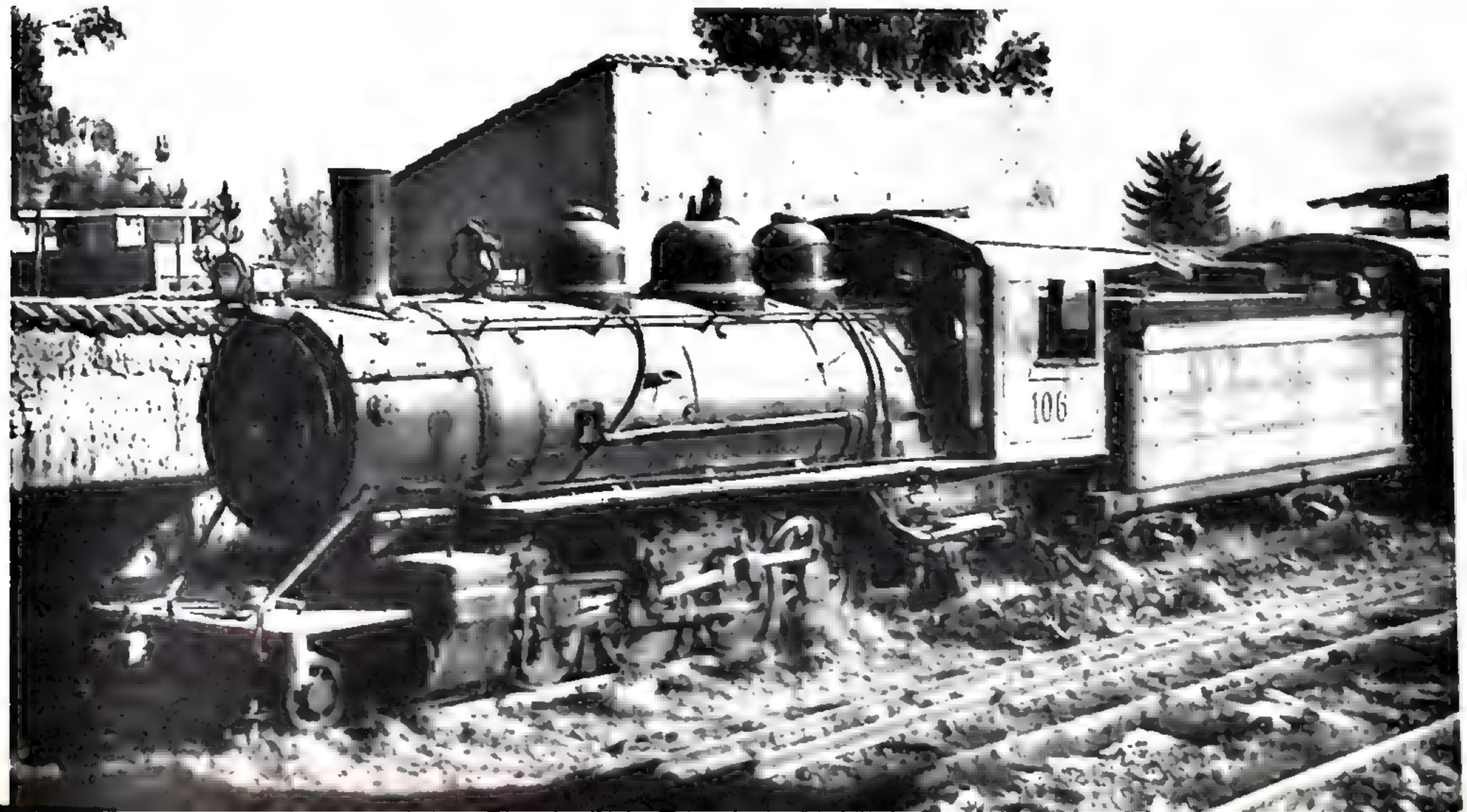
Trains on the FCHH operate six days a week. On Sundays, nothing usually runs. At the main shops in Huancayo each Sunday there is an impressive motive power line up with the entire roster of serviceable steam engines except the one loco assigned to the yard at Huancavelica.

Three full days are necessary to get reasonable photographic coverage of the line. Still another day would be well spent riding one of the passenger trains to enjoy the steamer on the head end.

Diselization has regrettably already started with a single narrow gauge unit now on the property. I hope it will be several years more before all steam is replaced on this scenic railroad, high in the remote Andes Mountains of Peru.

PHOTOGRAPHY MIKE EAGLESON

BALDWIN MOGUL 103, in two-tone green paint, pauses in Iscuchaca, Peru, on July 2, 1977, and is still in regular service today on this line in the picturesque Andes. Handsome Baldwin Mikado 106 (below) at Hauncayo in 1977, however, is being cannibalized for parts. Hunslet 2-8-0 108 (left) is typical FCHH road power; that's the "Wizard of Oz" water tank at Hauncayo.



Last days of THE ROCK

by Bob Karsten

The loss of a railroad is a personal thing to those who work on it.

Friday, March 28, 1980, was a bright, sunny spring day in the north Louisiana town of Ruston. A sense of deceptive normalcy prevailed, belying the fact that on this day a significant scenerio which would mark the end of an era was about to unfold. Yes, the end of an era, for by the time darkness set in, the operations of the once mighty Chicago, Rock Island & Pacific Railroad, which had faithfully served this area for so many years, would permanently grind to a halt, with systemwide termination coming at midnight, Monday, March 31. Ruston was about to experience the Rock's final curtain call with the passing of the last train on the Southern Division's Subdivision 39, a line which stretched through 146 miles of low rolling hills between the south Arkansas city of El Dorado and Alexandria, Louisiana.

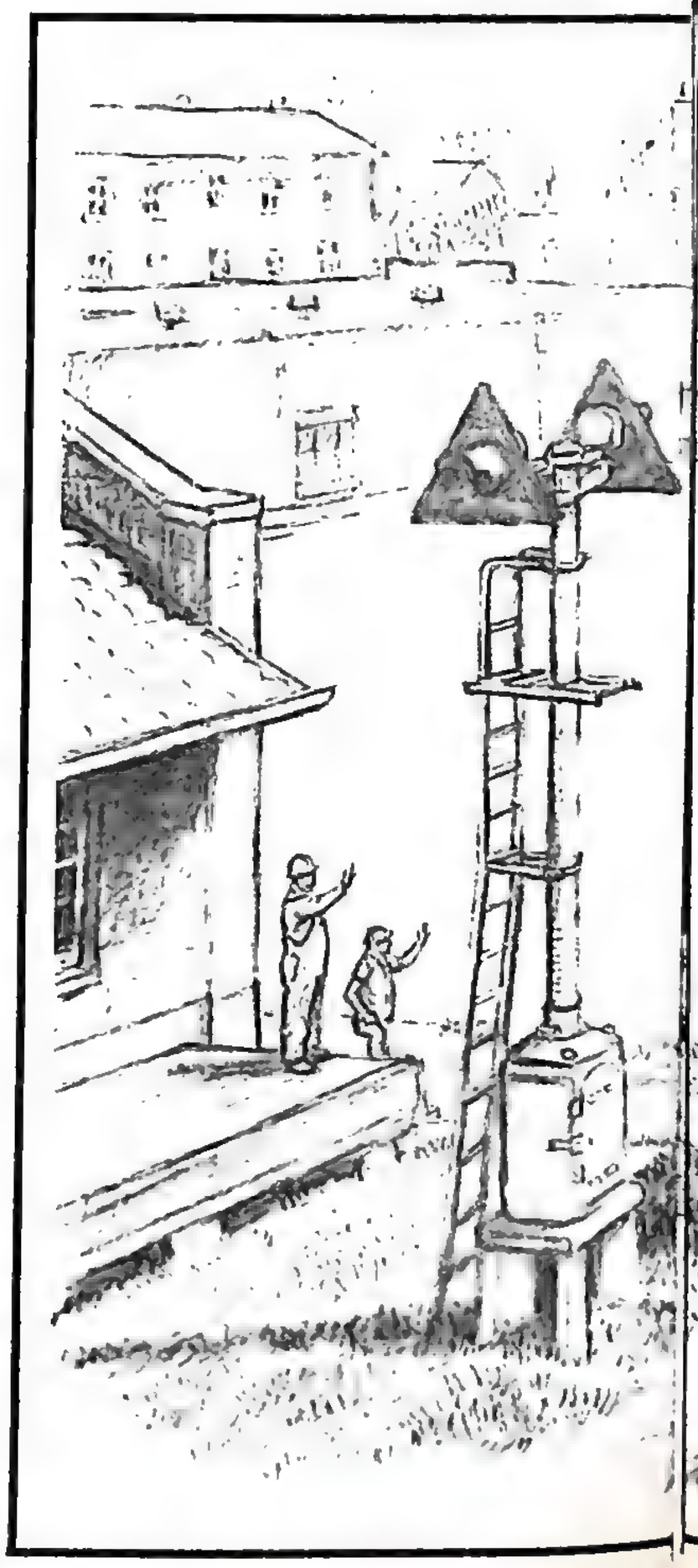
The Rock Island's Ruston depot was an aging brick structure at the Mississippi Avenue Crossing which in times past was part of a bustling passenger-handling complex in conjunction the nearby east-west line of the Illinois Central and then later housed the office of the local freight agent. On March 28, 1980, it was quiet, save for the presence of two section men, Jerry Howard and Kevin Daniels, who were on hand to wait out the remaining hours of their employment on the Rock Island. Earlier, Section Foreman T.J. Williams had already driven their truck up to El Dorado where it would be handed back to the leasing company.

Shortly after noon, the faint chimes of a Geep's horns could be heard, announcing the arrival of a train at the south end of town. Gradually, the sounds grew as the train blew for the numerous crossings. Then, almost suddenly, the distinctive blue and white face of a Rock Island GP7 came into view south of the Illinois Central Gulf diamond. Extra 4471 North, with Geep 4471, five empty cars and cupola caboose 17882, slowly rolled up to the depot. His consist, which included the last cars to be "cleaned up" and taken north, was made up of KCS 54-foot covered hopper 306843; three GATX 62 foot methanol tanks (26100, 18591 and 18585) which were empties out of the Chembond plant near Dodson, La., a manufacturer of resins for the plywood industry; and one RI 40 foot pulpwood rack, 94201. The full crew, all extra board men, consisted of conductor Arthur J. Shirey, engineer Rufus Steed, fireman Brian Griffin, head brakeman Fred English, swing brakeman Pat Murphy and flagman Ned Martin.

The train, which had been called for 7:00 that morning in Winnfield, La., came to a stop when the caboose arrived at the depot, allowing Conductor Shirey to check for messages. Here, he was met by one of the few townspeople aware of the historic event taking place, *Ruston Daily Leader* Editor Nancy Bergeron. Following his brief visit at the depot and a short interview by the newspaper editor, A.J. swung aboard his caboose at 12:40 p.m. and gave the engineer a highball. As the 17882 lurched forward, Conductor Shirey turned and waved for the last time to Ruston, a town through which he had traveled regularly for years as swing brakeman on the Winnfield Local. In a few minutes the train disappeared around a curve, and all was quiet once more at the depot. But this time the stillness took on a sense of permanence, for never would a Rock Island Winnfield Local or night man pass this way again.

As the train rolled north, past towns like Vienna and Dubach, the men could get a last glimpse of the piney woods and flooded hardwood bottoms they came to know so well, along with several trackside beaver dams and lodges — and occasional sunning beavers with

ARTWORK: BOB KARSTEN



their kits — as well as flocks of ducks which could be seen wending their way through the many channels and bayous.

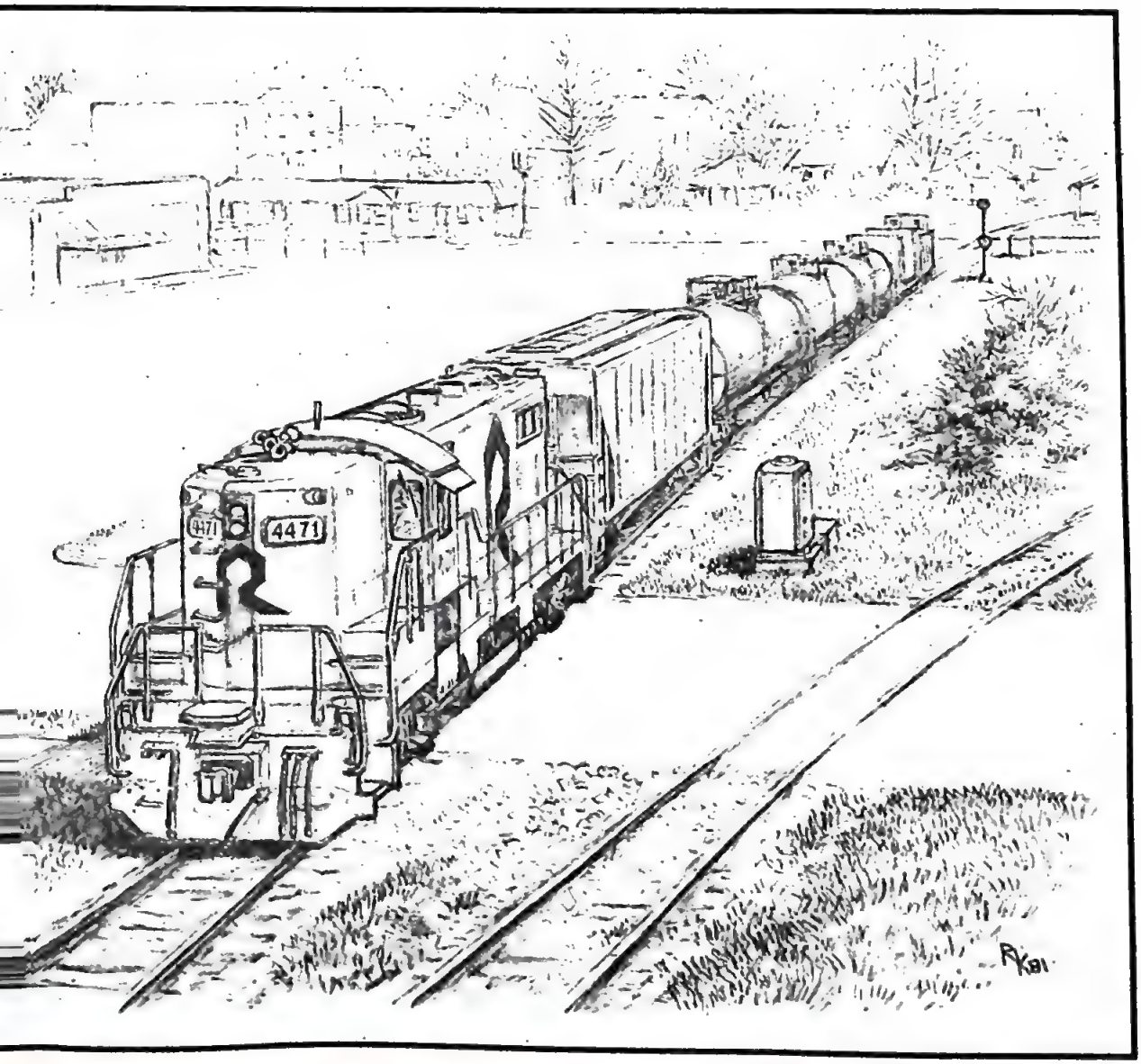
Farther on up the line, about an hour and a half after leaving Ruston, Extra 4471 North arrived in Bernice, La., where a TV crew from Channel 8, Monroe, was on hand to film the last train. As in Ruston, a brief interview was granted. When asked by the TV news reporter how he felt about the end of the Rock Island, Arthur Shirey answered sadly, "It's like being a pallbearer for a close friend — or a relative."

In a few short hours the northbound extra entered the El Dorado yard, from where the train with an added consist would continue on to Biddle (Little Rock) for final dispersal. The "funeral procession" on Subdivision 39 was over; the "pallbearers" could go home now, to reflect on their past and face an uncertain future.

Let's now look at some of the major — and, perhaps, not-so-major — events in the recent past affecting the lives of the men and crews of Subdivision 39 which eventually led up to the final days in the life of the Rock Island.

A large dosage of hope blossomed in this area of the railroad when, on August 31, 1977, the financially-troubled Rock Island established a "quasi-independent" operation called "The Little Rock," which included 400 miles of main and branch lines south of Little Rock, Arkansas, extending into Alexandria and Eunice, Louisiana. This independently operated segment was under the initial management of Jack Fuller, previously the terminal superintendent at Silvis, Ill., and E. Austin Temple, past president of the Ashley, Drew & Northern and former director of traffic for the Georgia Pacific Corpora-

THE LAST TRAIN on Subdivision 39, Extra 4471 North, arrives at Ruston, La., on Friday, March 28, 1980. At the depot, section men Jerry Howard and Kevin Daniels wait out their last hours as Rock Island employees.



Last days of THE ROCK

THE LAST O.S. before the Ruston agency closed was March 17, 1979, when Wesley Tucker radioed the El Reno dispatcher, "O.S. Ruston Extra 4456 North departed Ruston 1:40, o-n-e f-o-u-r n-a-u-g-h-t p.m."

tion at Crossett, Arkansas. It was created in the hopes of generating closer ties with the railroad's local customers and developing ways of controlling and managing its own profits without having to wait for policy decisions from Chicago.

In the months which followed, under the able guidance of its co-managers, these goals were slowly starting to be realized. On Subdivision 39, an agreement with the union allowed the addition of a second tri-weekly night man between El Dorado and Alexandria, this one operated by a three-man crew when the train had 65 cars or less. As a consolation to the smaller crews, a specially-painted blue and white bay window caboose, 17177, the *Lousiana Rock One*, was assigned to the "mini-crew" train. With this second night train, customer service efficiency could be increased. A daytime south local, known as the Winnfield Local, between El Dorado and Winnfield, La., 100 miles to the south, was continued, with greater coordination seen now between the local and the two through freights.

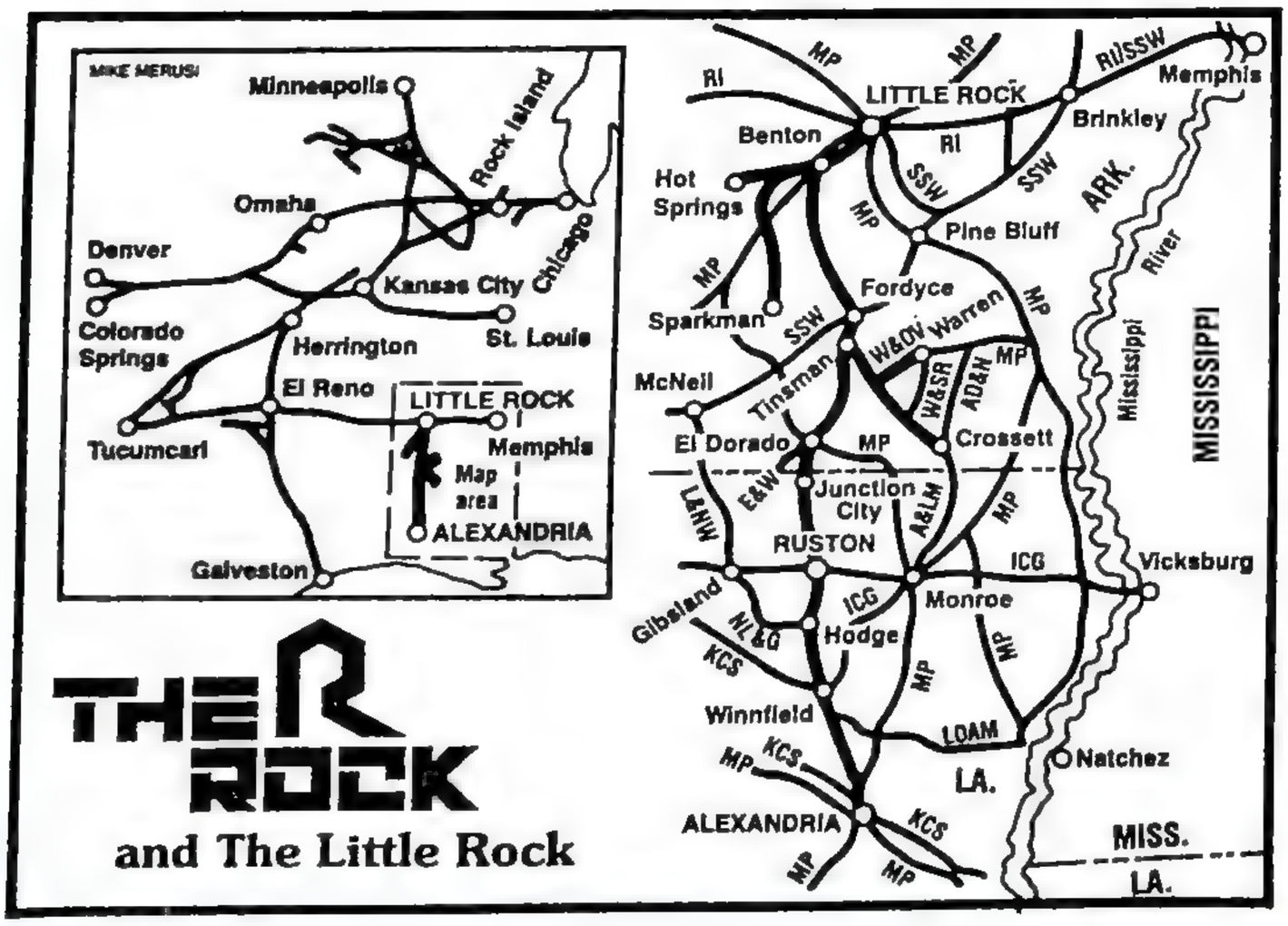
In spite of the welcomed increase in the number of train movements, worsening track and roadbed conditions continued to plague this section of the Rock Island, a railroad which previously had been using most of its resources to upgrade its northern and western lines, thus neglecting this southern segment. Efforts were beginning to be made, however, to gradually rectify this problem on the 400 miles of The Little Rock, with management being allowed to use profits generated locally for rehabilitation projects in their territory. Other areas studied for creating greater efficiency over the whole system and lessening operating expenses included the abolishing of certain local freight agencies by setting up traveling agencies or dual agencies in their place, thereby allowing the closing of numerous depots. One of these depots earmarked for abandonment was the Ruston facility.

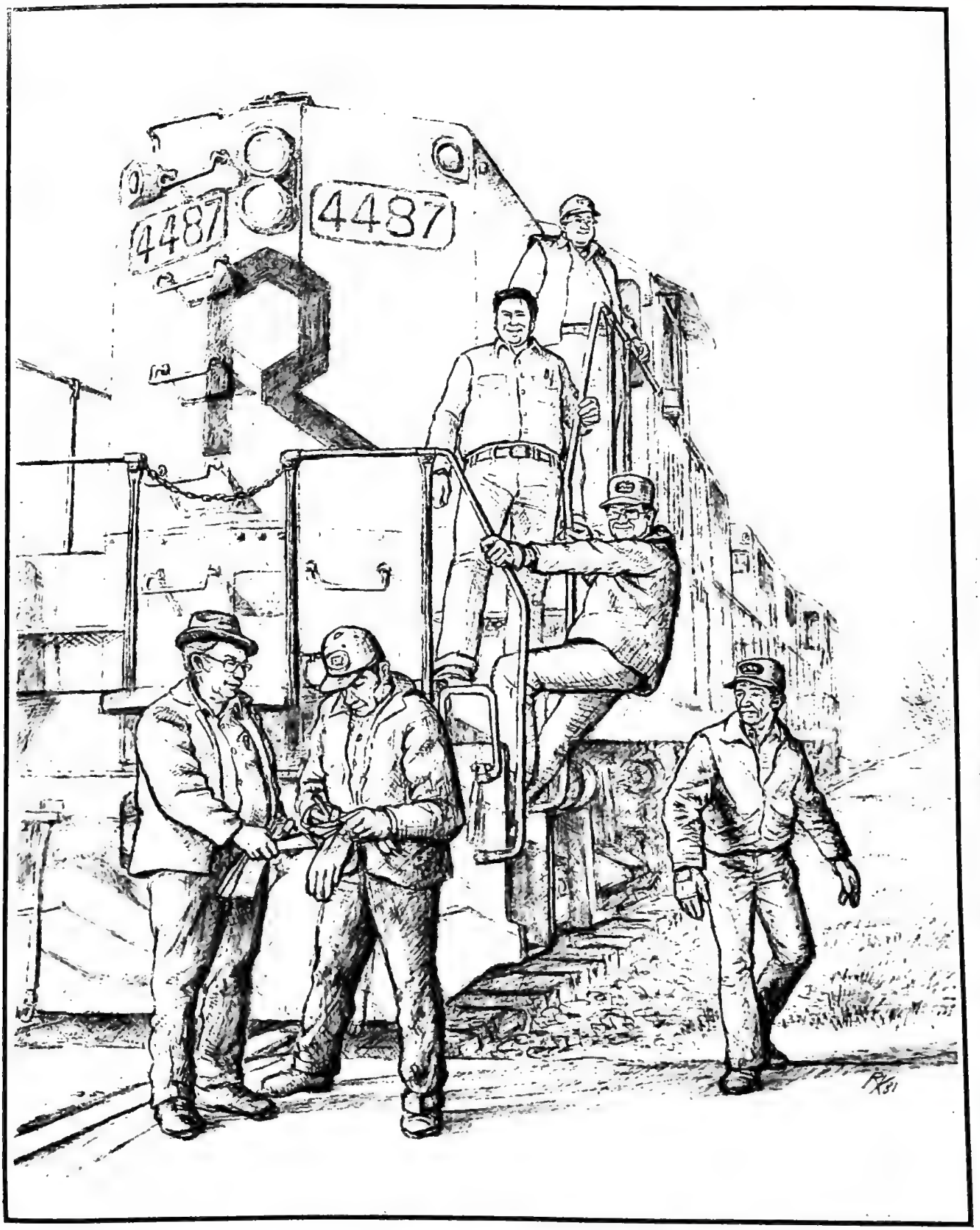
By the summer of 1978, with improvements not progressing as hoped, Manager Jack Fuller left the Rock Island, taking a position with the Southern Pacific in San Francisco, while his co-manager, Austin Temple, followed by retiring from the railroad, thus leaving control of the area in the hands of Southern Division Superintendent Haley out of El Reno, Oklahoma. After several months of this type of control, however, management of The Little Rock returned in February 1979 to two men working once again out of El Dorado, Mel Hathaway and Vernon Deweerdt. Well liked by the crews, the co-managers expressed a great deal of optimism about a bright future for their railroad and began to push for greater improvements of the physical plant, including track upgrading and road crossing rebuilding.

Talk of the imminent demise of the Ruston depot's operations continued, with the target date finally being set for midnight, Sunday, March 18, 1979. Consequently, on the day before, actual operations ended in the depot with agent Wesley Tucker OS'ing the northbound Winnfield Local for the last time: "OS Ruston; Extra 4456 North departed Ruston 1:40 p.m., one-four-naught p.m." Agent Tucker, a RI veteran of 33 years of service in Kansas, Texas, Arkansas and Louisiana, was nearing retirement age, so rather than bumping another agent elsewhere, he opted to take a one year payoff, after which he became eligible for full retirement benefits. As far as his future in connection with the railroad was concerned, Wesley became one of the lucky ones as the final days of the Rock Island drew nearer.

Although the depot closed as a freight agency — with that work now being handled by the agent in Bernice — the building remained open until the end. The phone and radio to the dispatcher were retained for use by the crews, while the facility continued as a base of operations for the track supervisor, section men and signal maintainer. Meanwhile, rehabilitation work of the physical plant continued, with even more improvements being done since getting a shot in the arm from the new managers. Upgrading of the track and roadbed progressed on Subdivision 39 as well as on other lines, such as the Crossett branch. Thanks to Co-manager Deweerdt's influence on Louisiana's legislators, grade crossings were also rebuilt in that state, especially in the Ruston area. Train crews were finally becoming a little more optimistic about their futures.

But this progress and optimism were to be short-lived, for on August 28, 1979, members of the Brotherhood of Railway Clerks (BRAC) went on strike against the Rock Island, accusing the carrier of failure to negotiate a fair wage and rules agreement, including retroactive pay based on the national rail agreement of January 30, 1979. Honor-





THE LAST REGULAR CREW of the Winnfield Local poses with its power, GP9 4487 and GP7 4465. On the ground, left to right, are conductor Homer "Cowboy" Holder, who has been a steady on the Winnfield for over ten years, swing brakeman Arthur J. Shirey and flagman L.B. Johnson. Unloading from the 4487 is head brakeman Burton A. "Mac" McDonald, while fireman Dan "Dan'l Boone" Crowder stands with engineer James W. "J.W." Hunt, Jr. The last crews came off the extra board.

Last days of THE ROCK

ing BRAC's actions, the Trainmen's Union members also shut down, bringing all regular service to a halt. Any trains which run were operated by supervisory personnel. But this service was naturally not enough to conduct "business as usual," so on-line car loading all but dried up. Subdivision 39's customers such as Williamette, Chembond and Olinkraft, were severely affected and had to make other transportation arrangements, mainly by handing over much of their business to the trucking industry.

On September 15, Co-manager Mel Hathaway left the Rock Island for a position with the ICG in Chicago. As time dragged on with no settlement in sight, the Rock Island was finally ordered back to work starting Monday, October 8, for a 60-day cooling off period, with a six-month extension in the offing if it looked as if progress could be made to reorganize. Kansas City Terminal, with President and General Manager Vernon E. Coe at its helm, became the directed carrier for the Rock Island during this period. On The Little Rock, employees were now becoming increasingly worried about the final outcome of the RI, with concern being expressed about "the people of Chicago" having intentions to sell out all the lines south of Kansas City rather than reorganizing and restoring business to the south end. Companies like Williamette and Chembond continued to be concerned also. They were anxious for the railroad to straighten out its differences and start serving them. But no real efforts were made to regenerate on-line business again. In the face of these difficulties, regular local and through train movements were restored, but the impressive lengths of pre-strike days were never to be seen again. By December 1, 1979, Manager Vernon Deweerdt had also left, since his position was now abolished by the Rock Island, thus ending all local control on the segment once proudly and hopefully known as The Little Rock.

On December 3, 1979, the ICC permitted the Southern Pacific Transportation Co. (Cotton Belt) to begin operating the Rock Island's lines from Fordyce, Ark., east (by way of Little Rock) to Memphis for 180 days, as well as granting them temporary authority to operate the Rock's Tucumcari line.

Thanks in part to Hathaway and Deweerdt's efforts to improve the physical plant of The Little Rock, the Espee was also becoming increasingly interested in the RI's lines south of Fordyce, including Subdivision 39, which would have given them a direct connection with their own line in Alexandria from Lafayette and a short cut north from Espee operations in south Louisiana. With this bit of enticing news dangling in front of them, the Rock Island's employees were once again exhibiting some cautious optimism. Perhaps if a large and important carrier like the Espee were in fact to take over — and with the SP and RI sharing common unions — they may yet be able to envision a promising future by becoming SP employees. Of course, the other possibility which became increasingly evident was that this whole area of the Rock Island could eventually be broken up and taken over by one or more of the various other interested lines, including the ICG, the KCS, the Southern and even some short lines. Here their chances for continued employment would not be as promising. However, by now, as the year of 1979 drew to a close, the future of the Rock Island became more and more clouded and perplexing. For example, as soon as the SP expressed interest in The Little Rock territory, the possible takeover was being blocked by opposition from the Santa Fe and the Missouri Pacific. Of course, the ICC would still have had to make the final decision.

ENGINEER "J.W." HUNT, JR., a 33-year Rock Island veteran, looked out across the flooded bottomlands and beaver lodges from GP7 4465 for the last time on March 19, 1980, the last run of the regular Winnfield Local.

As the new year of 1980 dawned, it was still "business as usual" on the Rock Island, even though business was down — due partly to the damaging effects of the strike and partly to the actions of other railroads now trying to divert traffic away from the failing RI. The railroad was given an extension until March 3 to keep on operating, during which time decisions were to be made as to precisely which carriers would eventually take over. While the Arkansas senators asked Congress to grant the RI an extension until August 1980 because of their concern about an interruption of service, Louisiana's Senator Russell Long stated that no matter what would happen, his state would definitely retain a north-south railroad. But, all in all, it still came down to the beginning of a long battle between the ICC, the judges and the various railroads (including those for and those against). For the Rock's employees it became a continual bout with both rising hopes and disappointments.

By February 7, word was out that March 2 would be the last day of KCT management, with complete shutdown scheduled for 11:59 p.m. February 29. However, shutdown dates varied for different districts; for instance, termination of operations for the Memphis-Alexandria area was slated for February 22, with embargo already having begun on January 30.

The Cotton Belt people expressed renewed interest in the Rock's line to Alexandria; if they could upgrade it to 40 m.p.h., they could route their northbound traffic out of the New Orleans

...ver it. In their eyes then, it could ... become a profitable short cut. Be... of all this behind-the-scenes talk, th... ock's employees once again re... d their hopes of a possible SP takeover.

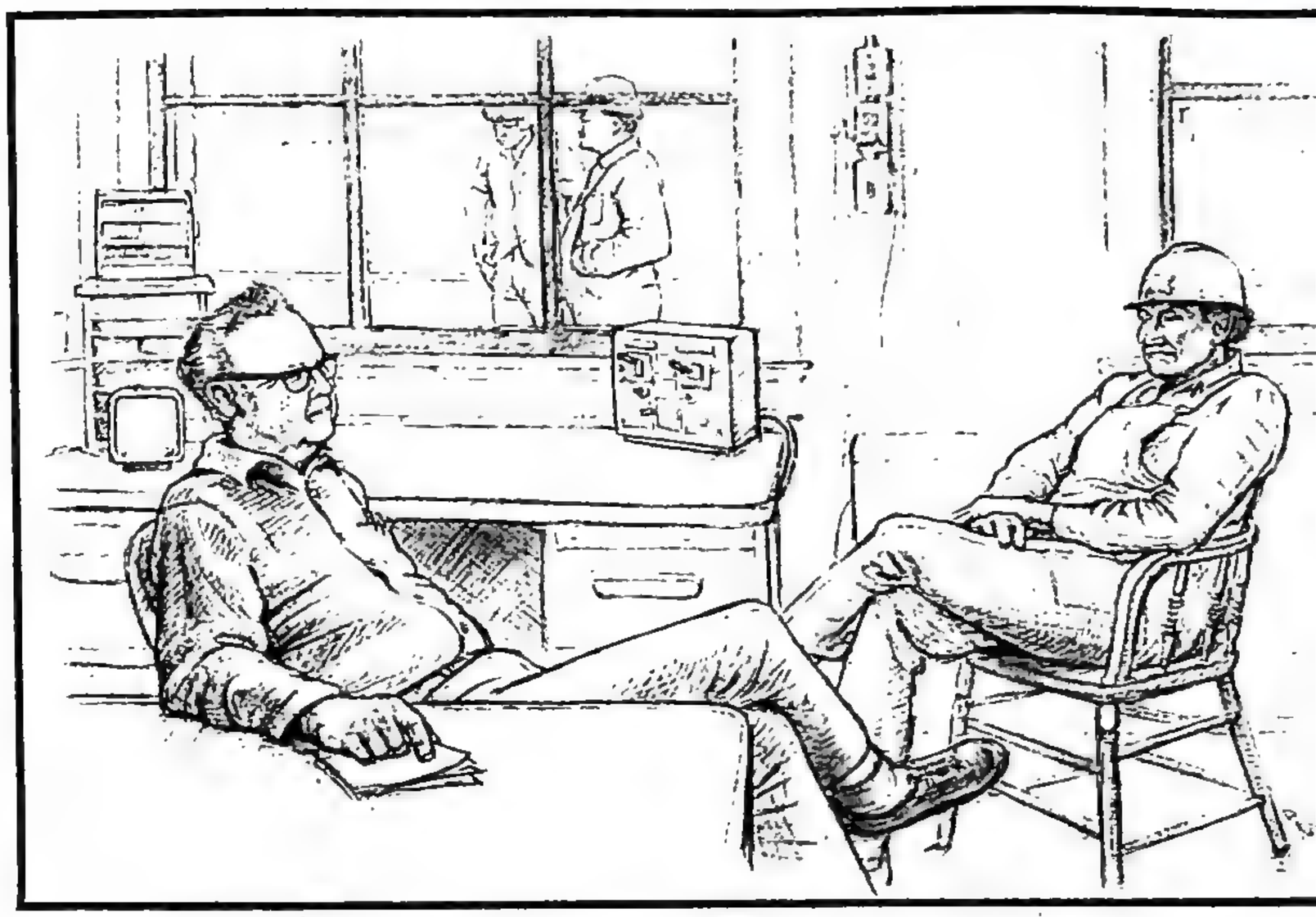
Meanwhile, because of the embargo, the consists of Subdivision 39's through trains (34/35) as well as its Winnfield Local, were dwindling steadily to but a few cars. At times, one or the other of the through trains was even reduced to a caboose-hop for part of its way!

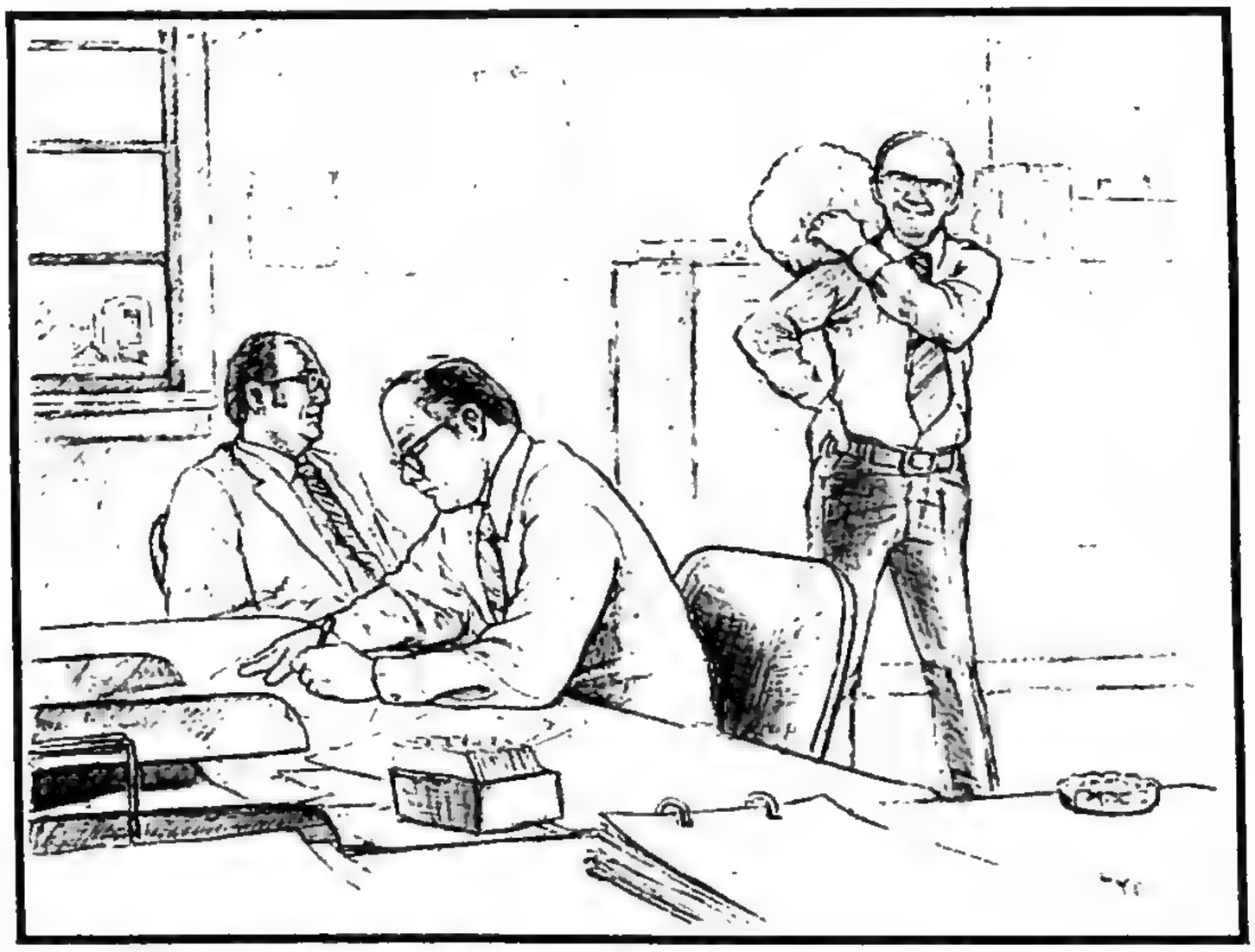
As the final shutdown neared, the ICC on February 22 ordered the KCT that directed service would continue until March 23, 1980, with embargo dates being changed to midnight, March 23, as the deadline for accepting traffic originating on the Rock. On Sunday, March 2, the schedules of Subdivision 39's trains changed. Starting that day, one night man was dropped, with the remaining 35/34 running south on Monday, Wednesday and Friday and returning the following nights. The daytime Winnfield Local was changed from a Monday-through-Saturday schedule, to a Sunday-through-Friday one. With one night train deleted, the local was now often given two engines instead of the usual one unit lately assigned to it.

In the days that followed, the embargo's effects became more visually evident, as most of the cars seen in the trains' consists were carrying the colors of the Rock Island. Bad order cars were also now transported north, after carmen made the necessary repairs to facilitate their moving. The imminent demise of the Rock Island was becoming more and more apparent. Of course, exactly how it would end was still not clear. The affected railroad was trying to get as much out of the approaching sales of its property as possible, but those interested were naturally trying to pay as little as possible, perhaps by waiting until the RI was liquidated and picking up the property for scrap value. So the maneuvering continued.

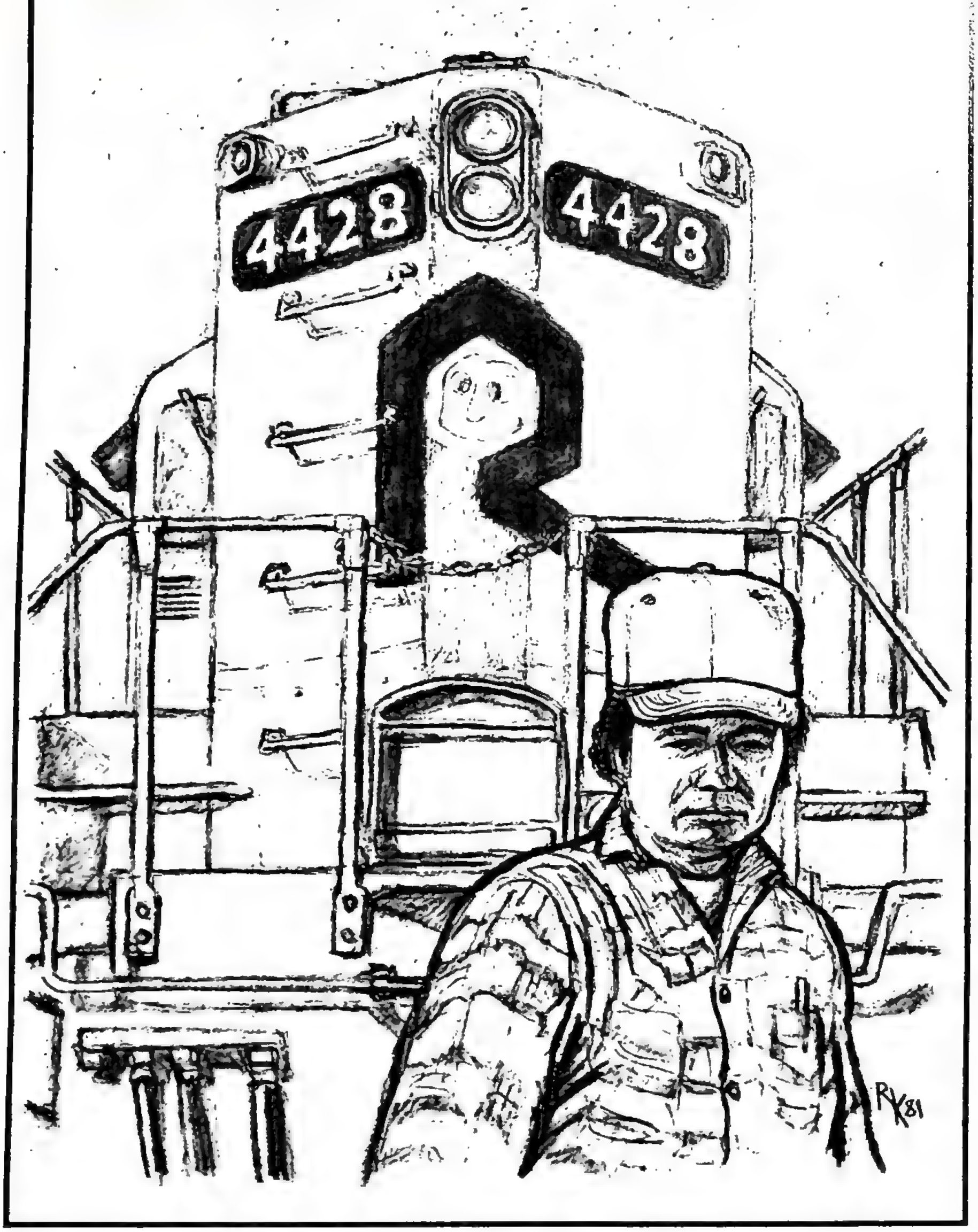
On Friday, March 14, upon their arrival in El Dorado, the crew of the Winnfield Local learned that the FRA had given its approval to the Southern Pacific's proposed takeover of all Rock Island trackage from Memphis to Alexandria, with takeover date being set for March 24. According to what they heard, the Espee was prepared to take about $22 million already set aside to begin rebuilding the line south to Winnfield at five miles a day and CTC the entire line, including the KCS (L&A) portion from Winnfield to Alexandria. Also, the SP was expected to reopen and rebuild the Rock's line down to their connection at Eunice.

New excitement stirred. Who would be kept based on seniority should the takeover occur became a constant topic of conversation. For instance, clerks such as Bruce Nelson, Charles Engelberger and Trevor Ingram, with 32 years of service, were to remain in the El Dorado office. By March 19 word came over the teletype that all RI agents (Memphis to Alexandria) were notified to transfer all utilities at the depots from RI billing to Cotton Belt billing, starting Monday, March 24. But while the embargo was lifted from the lines from Memphis to Fordyce and on the Hot Springs Branch, no mention was made of lifting it from Fordyce south. At the same time, the northbound night man on Subdivision 39 was instructed to pick up all remaining RI cars on the line up from Alexandria. Next, it was learned that Chicago's Judge Frank J. McGarr, on behalf of the RI's management, was about to





TRACK SUPERVISOR MAX LANDRUM (left) and section foreman Quincy Hendricks met in the Ruston depot for the last time on March 24, 1980, just before Quincy went to the Cotton Belt. Outside are section men Kevin Daniels and Jerry Howard. In El Dorado (below), office coordinator Charlie Engelberger tends to paperwork as trainmaster Jim "Pierre" Cardin watches train order clerk Bruce Nelson toting a bag of ice cubes out to a caboose. Outside the window is Nelson's ex-RI 1939 Budd dorm/club/diner *Pike's Peak*.



A FEEBLE SMILE graffiti'd onto the nose of GP7 4428 contrasts with the expression of brakeman Johnny Ted Williams as he contemplates the demise of the railroad and loss of his job in March 1980.

place an injunction on the Cotton Bel. (SP) to prevent it from operating the RI, since the SP wasn't interested in immediate purchase of the RI property.

On Friday, March 21, a TV news report in El Dorado mentioned that the Cotton Belt was being authorized to operate south to Alexandria, but that the ICC had ordered the abolishing of all train operations over the RI from shutdown at midnight on Sunday, March 23rd, to April 1st. That same day (March 21), all regular jobs out of El Dorado, including the Winnfield Local, were abolished, with any trains called after that to be run as extras. The first train called after that order was an 8:00 a.m. extra in place of the regularly scheduled local, with a crew now made up of extra board men instead of the regular Winnfield Local crew. On its way north the next day (Saturday, March 22, the proposed last day of operations on Subdivision 39), the extra, with GP7 4446 and GP9 4487 and the regular Winnfield Local caboose, 17882, had 31 cars in tow — mostly of Rock Island ownership — as it passed through Ruston.

On Monday, March 24, the Rock Island operations from Fordyce south were given an extension until March 29 to clean up the road, which included the removal of several more bad order cars,

Last days of THE ROCK

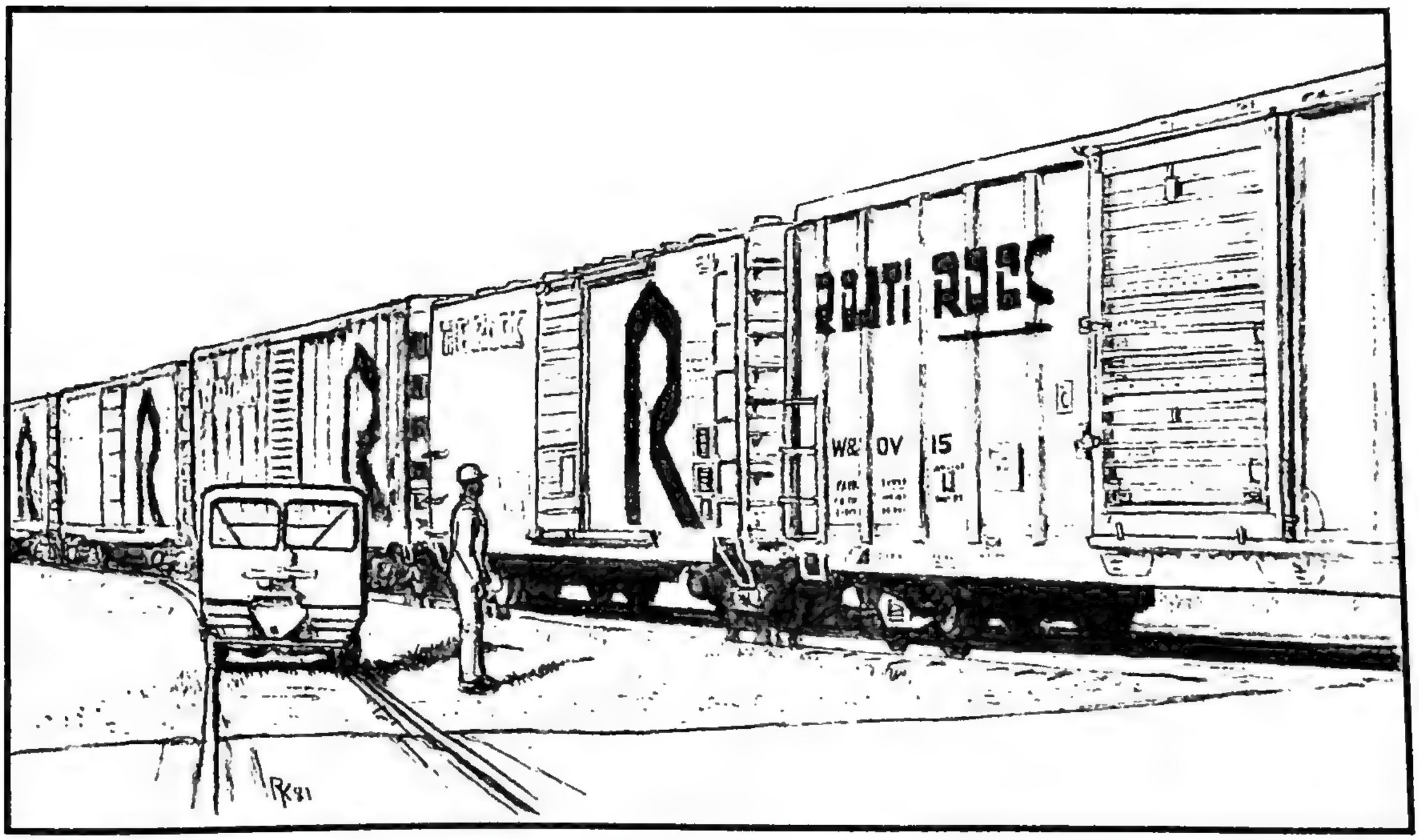
. well as the last cars from area industries. A southbound extra in place of the Winnfield Local was called that day, with GP7 4428 and, again, caboose 17882. In Ruston, track supervisor C.M. "Max" Landrum spent the afternoon at the depot with section foreman Quincy Hendricks and his crew, Jerry Howard and Kevin Daniels. Max, who hired on the RI in October 1979, had started his career on the Meridian & Bigbee, after which he went on to the Mississippi Central and then 15 years on the Panama Canal Railroad. Quincy, a 43-year Rock Island veteran, was already assured by the Cotton Belt people of being on their payroll, and that his motor car and trailer would be kept at Ruston. But to start his career on the SSW, he would have to first bump the man in Forest City, Arkansas, (east of Little Rock) and start there the next day. Section foreman T.J. Williams out of Jonesboro, La., was to take over for Quincy in his absence. Again, the Cotton Belt was apparently making confident overtures about their eventual, complete takeover. Several RI agents already had bid successfully on jobs north of Fordyce.

After Extra 4428's run, two more trains were operated on Subdivision 39, a turn to Alexandria on Wednesday and Thursday, Extra 4478 (with GP7's 4478 — the *C.W. "Charlie" McClarnon* — and 4428, accompanied by the specially-painted caboose 17177 *Louisiana Rock One)* and the last train, Extra 4471 to Winnfield on Thursday and Friday.

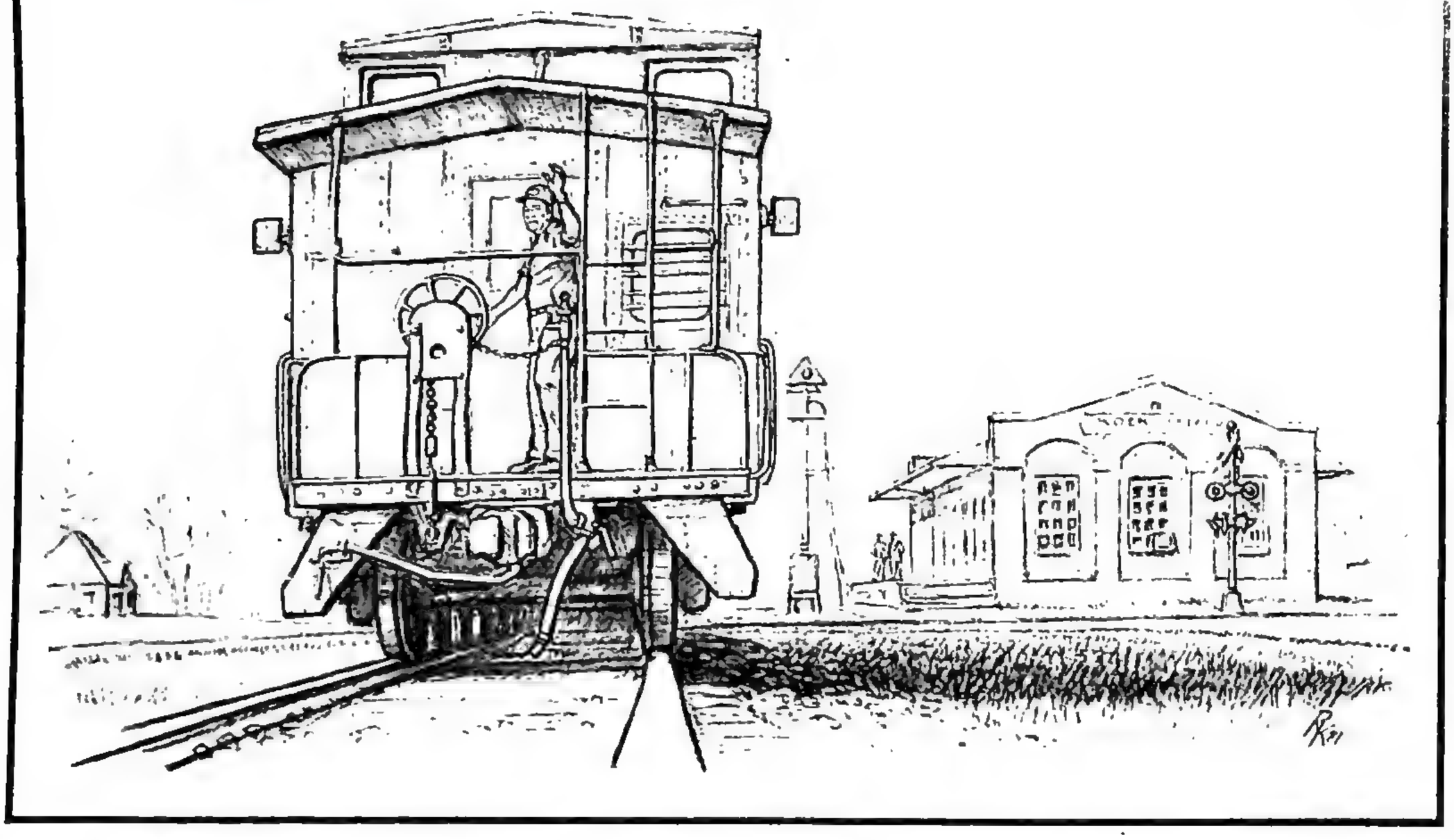
All this time, while none of the employees knew precisely what was going on, the behind-the-scenes political posturing between interested parties continued. In spite of the promising developments seen earlier by Max Landrum and Quincy Hendricks, the Cotton Belt, in response to the offer made by the ICC to operate the railroad, still pretended not to be interested in acquiring the lines south of Fordyce. In any event, as related at the beginning of this narrative, all activities on the Rock Island's Subdivision 39 finally came to a close Friday night, March 28, 1980.

Biddle (Little Rock) saw its last Rock Island train movement the next day. According to Bill Pollard of Conway, Ark., this train left Biddle at 4:00 p.m., as SSW 121, the Cotton Belt's Perry Turn, with two Cotton Belt locomotives (SP GP9 3369 and SP GP35 6674) leading, plus six Rock Island units, GP7s 4446 and 4538, GP35 321 and GP7s 4478, 4471 and 4428. Punctuating the consist was a string of RI deadhead cabooses, 17157, 17043, 17018, 17092, 17897, 17062, 17878, 17896, 17185, 17040, 17882 (the Winnfield Local caboose), 17041 and *Louisiana Rock One* 17177. Upon its arrival in Perry at 7:25 p.m., SSW 121 became RI Extra 4471 West, with RI GP7 4426 now in the lead and blue 17177 as its working caboose. Its west end pool crew operated the train west to Booneville, Ark., before deadheading back to Biddle by taxi on Sunday, March 30. Finally, all Rock Island operations in Arkansas came to an end when Extra 4471 West left Booneville on Sunday, March 30, at 3:15 a.m.

With the railroad in Arkansas and Louisiana now permanently shut down and any possible Cotton Belt takeover of the southern end becoming more and more remote, the local businessmen and politicians became increasingly anxious to find a carrier (or carriers) capable of re-establishing service to the area's industries. In the meantime, while most RI employees were now on unemployment, several men, including yard office coordinator Charles Engelberger, trainmaster Jim Cardin and roadmaster J.T. Hampton, were kept on in El Dorado for another couple of months to watch over the property as special agents. Acting in the same capacity, track supervisor Max Landrum continued until



SECTION FOREMAN T.J. WILLIAMS watches a string of Rock boxcars leaving Ruston near the end. Included is a white "Route Rock" boxcar W&OV 15, carrying the reporting marks of RI subsidiary Warren & Ouachita Valley; these were built in 1979 to be used exclusively on "The Little Rock," and the W&OV ownership would get them returned to Arkansas when empty.



THE LAST WAVE to Ruston is given by extra board conductor A.J. Shirey from the platform of the old Winnfield Local's regular caboose 17882 as Extra 4471 North leaves town on March 28, 1980. It was the last Rock train out of town.

May to travel up and down Subdivision 39 in his blue Dodge hi-rail truck, using the Ruston depot as his office. As before the shutdown of the Rock Island, a dispatcher's voice could still be heard over the depot's radio — only this time, the voice was that of a Cotton Belt dispatcher, since starting Monday, April 7, the SSW began broadcasting over the RI radios! But, as before, this seemingly hopeful sign proved to be unprophetic, for eventually the Cotton Belt apparently not only gave up all interest in the Rock's line to Alexandria but also finally gave up operating the RI's Fordyce-Brinkley segment, as well as the Hot Springs Branch.

As the months dragged on through 1980, the grass grew taller among the rusting Rock Island rails of Arkansas and Louisiana. Rumors continued to fly. As before, RI Trustee William M. Gibbons, Judge McGarr, and all interested parties kept everyone guessing as to a final outcome. On November 4, radio news reported that the Rock Island in Chicago had approved of a bid of $9 million by a Jim Brown Sr. of Shreveport, La., for purchase of the line from Fordyce to Alexandria. Additionally, the report stated that a bid of $3.5 million by a group of local shippers led by Ruston Chamber of Commerce President Elton Pody for the El Dorado-Winnfield section was still being considered. More confusion. Amidst this speculation, the Louisiana Midland Railway of nearby Jena, using ex-Erie Western Alco RS3 1600, had already begun to temporarily operate the former Rock segment from Winnfield north to Hodge (with its large Continental Can Co. paper mill and affiliated North Louisiana & Gulf Railway), while the NL&G itself, through its parent company, Continental Can, continued to actively take part in bidding on this portion of the line.

As a new year 1981 entered the picture, the dust still hadn't settled, with more names — including even the Katy and the Santa Fe — being added to the list of possible interested parties. Then on February 11, it was reported that "a federal bankruptcy judge" approved the sale of Subdivision 39's Hodge to Winnfield segment to Continental Forest Group Inc., for which it reportedly bid $1.7 million, while the Ruston-based North-South Development Corp. still appeared to be in the running for the section from Hodge through Ruston north to El Dorado. Predictably, no mention was now made of either the Santa Fe or the Katy. Of course, if past developments are any indication, things may still be undecided for quite a long time yet. Meanwhile, the harsh realities of unemployment continue to plague most of the 128-year-old carrier's once proud employees, who witnessed and participated in the end of an era on March 30, 1980, when they all became unwilling pallbearers for their close friend, the Chicago, Rock Island & Pacific Railroad.

Postscript

In January 1982 the tracks through Ruston are weedgrown and a weather-beaten bankruptcy sale sign still hangs on the depot. South of Ruston, the North Louisiana & Gulf is operating the Rock track from Hodge south to Alexandria, and further north, the branch from Crossett to Fordyce is being operated by the Ashley Drew & Northern as a part of the Fordyce & Princeton. A few of the Rock Island folks have found railroad work elsewhere, but most have turned to other jobs "around home." Prospects of any sort of operation through Ruston on the Rock Island in the future seem pretty remote.

Last days of THE ROCK

The PULLMANS on the hill

Jim Bradley personally preserves an era. **by Tom Nelligan**

Many hundreds of people pass them daily. Seen at speed through the small, tinted windows of an Amcoach, they may appear to be phantoms blown in on a coastal fog: two rows of heavyweight passenger cars bearing the names and colors of the Pullman Company and the New Haven Railroad. The average passenger probably figures the cars represent stored Amtrak equipment, while railfans may assume the big twelve-wheelers are the property of some sort of museum. In fact, the six veterans of passenger railroading's golden era that stand on a hill overlooking the Northeast Corridor main line at Stonington, Connecticut, are the personal property of railfan Jim Bradley. With three parlor cars, a parlor/buffet/lounge, a sleeper and an open-platform observation car making up his roster, Bradley may well hold a record for single-handed preservation of classic rolling stock.

Jim Bradley is a soft-spoken retired postal worker who acquired his passenger car fleet at a time when the preservation of traditional railroad equipment was not the subject of wide interest that it is today. Indeed, these irreplaceable cars exist today only because 20 years ago Bradley was willing to invest considerable money, time and energy in the cause of rescuing them from scrap lines.

A lifelong railfan, Bradley has lived since 1940 in a modest home adjacent to both Long Island Sound and the old New Haven main line. Watching the New Haven's Boston-to-New York expresses going by each day, he developed a particular fondness for passenger equipment. And when, in the early 1960s, he saw car after car of the traditional heavyweight fleet rolling by white-lined and bound for scrap, he decided to do something about it.

A series of letters and visits to the New Haven's headquarters eventually produced the desired response. The NH, then on the verge of bankruptcy and badly in need of cash, would be willing to sell retired heavyweights for $1000 each. Twenty years of inflation have eroded the significance of that figure somewhat. In 1961, it was a lot of money. But on the other hand, $1000 per car came to less than a cent a pound—a bargain on the scrap market.

The railroad's price was for cars in an "as-is, where-is" state. Transportation costs would amount to another $700 per car. Fortunately for posterity, Bradley invested his savings and some borrowed cash as well. Between 1961 and 1964 he purchased six cars that had been built by the Pullman Company for service on the New Haven, cars built between 1914 and 1930. The cars were moved on their own wheels to a siding at nearby Mystic and then laboriously carted on flatbed trailers to Bradley's property, where he had laid track on a section of regraded land. Bradley discovered that there were some legal problems in building a backyard coach yard: town zoning regulations required him to keep his collection on one side of a borough limit that runs through his property. There was also one disgruntled neighbor who failed to appreciate the esthetics of the large steel masses that had materialized next door. After an unsuccessful attempt at preventing Bradley from storing his collection in Stonington, that particular neighbor moved away. Bradley's current neighbors and the town itself seem to have a more appreciative view of the historical significance of the cars.

FORMER *MERCHANTS LIMITED* open platform obs *Fox Point* looks down on the old New Haven Amtrak corridor from the properly of Jim Bradley in Stonington, Conn., in March 1980.

PHOTOGRAPHY TOM NELLIGAN

The PULLMANS on the hill

The first two cars that Bradley purchased were survivors of the 14 built by Pullman in 1930 for the new *Yankee Clipper,* an all-parlor Boston-New York express that the NH referred to as the "Aristocrat of Trains." The *Stag Hound* was one of two parlor/buffet/lounges that headed up *Clipper* consists. In later years it had been converted into a commuter club car, and by the time Bradley found it in the NH's Dover Street coach yard in Boston, its interior had been gutted. In better shape was the *Sovereign of the Seas,* a 34-seat parlor car. (All *Clipper* cars bore names of famous clipper ships of the Nineteenth Century.) Bradley decided to purchase the *Sovereign,* but due to a confusion in correspondence the NH scrapped it while setting aside the *Great Republic,* a sister car that was not quite so well preserved.

The *Stag Hound* and the *Great Republic* arrived in Stonington in early 1962, and with 160 tons of metal installed in his backyard Bradley went shopping again. Stored at Boston at that time were about twenty of the 58 heavyweight parlors that the NH had rebuilt for service as suburban coaches. After going over that group with the aid of NH car inspectors, Bradley selected the two that appeared to be in the best condition: the *Philinda,* built in 1914 as a 30 seat/ one drawing room parlor, and the *Forest Hills,* built in 1927 as a 36-seat parlor. Standard flip-over plush seats had replaced their parlor chairs, but their high ceilings, elaborate woodwork and six-wheel trucks marked them as something more than lowly commuter carriers. Bradley handed over another $2000, called up the truckers again, and in May 1963 the *Philinda* and *Forest Hills* doubled the Stonington roster.

In a scrap line at Cedar Hill Yard in New Haven Bradley found several sleepers in various states of disarray. From these he selected the *Breslin Tower,* which had been built in 1925 as a 10 section/1 bedroom/1 drawing room car with the original name *Point Blank.* It had received its current name in 1935 when rebuilt as an 8 section/1 drawing room/3 bedroom car. Its interior was in fairly good condition, and it wore a rare two-tone gray paint scheme that Pullman had begun applying to its heavyweights just before they were all retired.

Finally, there was the *Fox Point,* Bradley's most distinctive car and the one most immediately visible from passing Amtrak trains. It was built in 1916 as one of two observation cars—the *Charter Oak* was the other—for the New Haven's premier train, the *Merchants Limited.* It ran on the *Merchants* until after World War II, at which time it had been converted into a mobile classroom, an adaptation that kept it alive in non-revenue service into the 1960s. The NH originally wanted $4000 for it, a sum Bradley couldn't raise. He wrote to Judge Robert Anderson, who was overseeing the NH's bankruptcy proceedings, and requested assistance. Anderson apparently put in a word in the right places, for the NH's price suddenly dropped to $1000, and the deal was concluded. In August 1964, the *Fox Point* and the *Breslin Tower* were installed in Bradley's backyard.

Other cars got away. Bradley tried to buy a baggage car and the diner *Narrows Light* to complete his "train," but further purchases got lost in the bureaucratic shuffle connected with the New Haven's impending demise. He did eventually purchase one other car, the only non-NH car in his fleet. A Rhode Island short line, the Narragansett Pier Railroad, hoped in the late 1960s to operate regular passenger excursions, and the NPRR's owner unearthed a wooden business car built in 1891 for Canada's Intercolonial Railway. Bradley assumed ownership of the car when NPRR management changed in 1972. Unfortunately, the car was badly vandalized when it was stored on NPRR property at Peace Dale, R.I. Since that time, the NPRR has abandoned, and Brandley sold the car to the Old Colony & Newport tourist railroad in Newport, R.I., and it will likely be restored.

For 15 years now the six Pullman heavyweights have stood on the hill in Stonington. Bit by bit, Bradley has been restoring the interiors of the cars that had been damaged or

JIM BRADLEY relaxes in a parlor chair of the *Great Republic*, the most prominent car in the view below with parlors *Philinda* and *Forest Hills* as seen from the vestibule of the sleeper *Breslin Tower*. The view looking the other way at the end of the *Breslin Tower* is at far left, showing also the parlor/buffet/lounge *Stag Hound*. The interior below left is the 1930 Pullman parlor *Great Republic*, while the smaller interior shown lower right is the 1914 parlor *Philinda* in its present configuration after conversion to a coach. At far right are the exterior views of the *Philinda* (top) and *Great Republic*, both heavyweight classics.

altered. This is not an easy job, however, as parts such as parlor car chairs and lighting fixtures tend to be non-existant. Regular attention is also necessary to keep the cars from rusting in the salt air. Each must be completely repainted every three or four years, and Bradley has long ago learned the recipe for Pullman green and New Haven orange. Having a backyard full of passenger cars has brought Bradley a considerable amount of local fame, and neighbors have grown accustomed to giving directions to out-of-towners who have glimpsed the cars from a passing Amtrak train and want a closer look. Even summertime boaters sailing by on Long Island Sound have been known to tie up their craft at the foot of Bradley's hill to climb up for a closer look. Bradley even once got a call from an Amtrak representative who, during one of the corporation's perpetual equipment shortages, had heard about a fellow in Stonington who might have some cars for sale. When informed of the cars vintage nature, the Amtrak rep suddenly lost interest, and the prospect of an electrically-heated, Lexan-windowed open platform observation car faded rather quickly.

Jim Bradley welcomes visitors to his collection, but requests that they telephone first at 203/535-1021 to make arrangements. Any donations towards car maintenance and restoration are appreciated, as Bradley does not have the funding mechanisms available to organized museum groups.

The *Stag Hound*, the *Great Republic*, the *Forest Hills*, the *Philinda*, the *Breslin Tower* and the *Fox Point* are two-thirds of a century and three generations of equipment removed from the F40s and Amfleet that speed past them these days. But thanks to Jim Bradley, a railfan who took it upon himself to preserve an essential part of passenger railroading's heritage before it was too late, it is still possible to sink softly into the plush chair of a *Yankee Clipper* parlor car or gaze at Long Island Sound from a *Merchants Limited* open-platform observation. In this F40-and-Amfleet world, that is an opportunity of immeasureable value.

Colorado's Cadillac & Lake City

A dormant Michigan short line takes up operation of the Rock Island's potentially-profitable trackage in Colorado and begins a whole new railroad. **by Jim Titsworth**

The death of the Rock Island in March 1980 left miles of potentially profitable track dormant, and this has attracted several railroads, big and small, to the Rock's territory. Sensing a profit, the management of the Cadillac & Lake City Railway Company, owner of 4.5 miles of inactive short line in Michigan, sought to acquire operating rights for all of the former Rock Island trackage in Colorado. This consisted of the western end of the RI main line from Chicago which entered Colorado from Kansas and headed almost due west to Limon, where it split, with one fork going northwest to Denver and the other angling southwest to Colorado Springs. The run from Limon to Denver was actually over trackage rights on the Union Pacific's Denver-Kansas City main line, with only 3.9 miles of the "Denver Cut-Off" from Sandown to Belt Junction near the Rio Grande's North Yard being Rock-owned trackage.

On July 1, 1980, four months after the Rock's demise, the C&LC undertook service on what it calls its Denver Terminal Division, that 3.9 miles from Sandown to Belt Junction. A year later, on July 1, 1981, it took up operation of its "Plains Division," 58 miles of the main line east between Limon and Stratton. Ten days later it began working the westernmost six miles of the Colorado Springs line from downtown to Academy. All of these operations were authorized by ICC service orders on trackage still owned by the Rock Island estate. Operating headquarters were established in an office suite in Colorado Springs, from which President and General Manager H. Howard Noble and his staff could run the railroad.

A month later, on August 4, 1981, the C&LC extended operations of its Plains Division eastward from Stratton 48.5 miles to Goodland, Kansas. The C&LC was authorized to serve all the stations from Limon to Ruleton, Kansas, with the final six miles from Caruso to Goodland being operated over Burlington Northern's portion of the Rock main—the reason for extending operation to Goodland was simply to reach a useable yard facility.

As of January 1982, the only Rock Island trackage in Colorado that did not have service was the 73 miles of the Colorado Springs line between Limon and Academy. However, the C&LC has received service orders for the 26 miles from Limon to Simla and the twelve miles from Academy to Falcon, and after some track rehabilitation work—and the UP reinstalling the diamond at Limon—service there should begin in early 1982. This would leave only a 35-mile gap in the middle of the Colorado Springs line without service, and the business potential for that track is minimal.

C&LC locomotives

Motive power on all three of the C&LC divisions has been, and most likely will continue to be, varied. Its power is leased from the Rail Car Corporation which has shops in Pueblo, Colorado Springs and Denver where it rebuilds second-hand diesel locomotives. The Plains Division's first power was former-BN F7 cab unit 716, still wearing its BN green. This unit was originally SP&S 804 before becoming BN 9756. In 1972 it had been converted to a power unit for rotary snowplows and re-

JIM TITSWORTH

KODACHROMES JIM WATSON

CADILLAC & LAKE CITY has been operating its Plains Division with two units, ex-BN F7 716 and ex-UP GP7 105. On September 5, 1981, the 105 in its "Wheatland yellow" with red lettering, was at Goodland and the BN-green 716 was at Limon; note C&LC herald on both units. On November 12, 1981, the 105 was charging eastward through a sag (opposite left) east of Vona with a good-sized train.

numbered 972553-L. A subsequent power shortage caused the BN to convert it back into a regular locomotive and restore its 9756 number. The BN later renumbered it to the 716 it wears today. The 716 is assigned to Limon.

Shortly after the start-up of operations, ex-UP GP7 105 arrived from Rail Car. Although it appears at first glance to be wearing its original UP colors, the 105 has been fully repainted with a rich "Wheatland Yellow" replacing the traditional UP Armour Yellow; this is the first locomotive to wear the "official" C&LC paint scheme that will be applied to the road's other locomotives as the opportunity arises. Ironically, the 105 is a likely candidate for sale, and its replacement will probably be another ex-BN F7. Since Rail Car recently bought six F7A's, an F3A and two F7B's along with a GP18, GP20 and several Alcos from the BN, this could get interesting.

Although it is not the replacement unit for the 105, another ex-BN F7 joined the C&LC roster in January 1982. The 752, originally NP 6019A, has joined the 716 at Limon. The two F7s will be worked back-to-back, eliminating the need to turn on the wyes at Stratton and Limon, as was the practice when the single F was used.

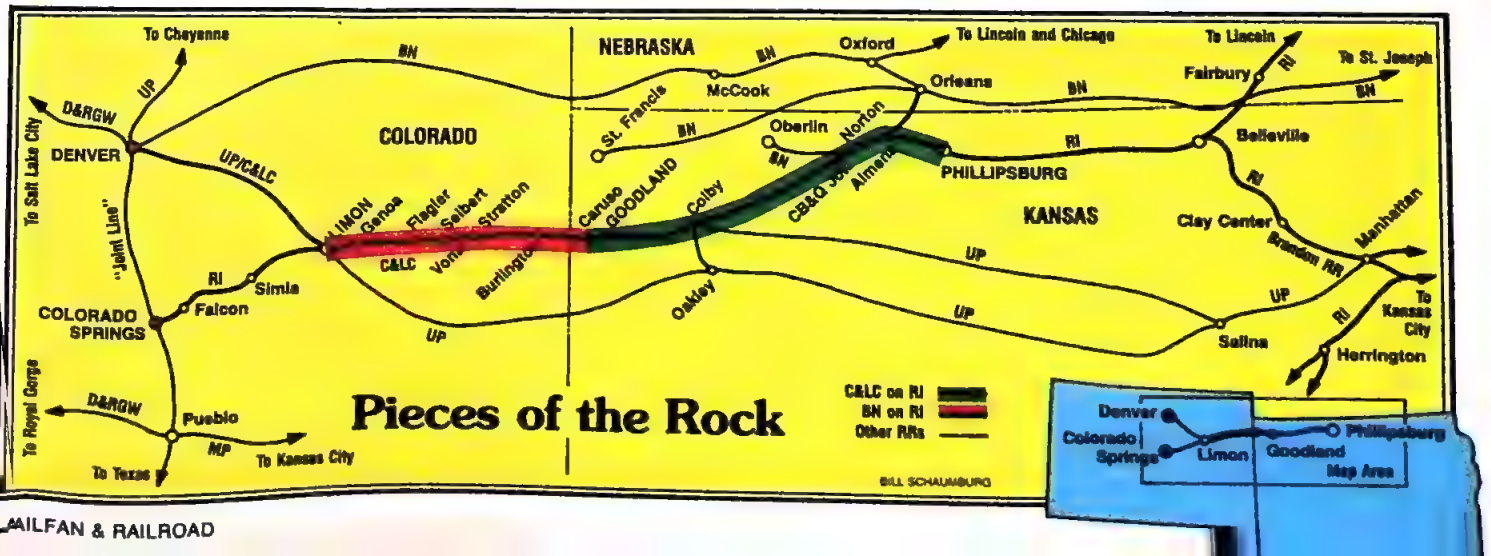
Three other units round out the present C&LC roster. Former-BN SW1 88 is used in Colorado Springs, but since a larger locomotive is needed for that job, it is slated for replacement with another Geep in the not-too-distant future. The SW1 is kept at the small Roswell yard, and the Colorado Springs job works daylight hours five days a week. Up in Denver, ex-BN NW2 468 is handling the chores out of the old RI Duban yard near the airport, working daytime five days a week. The big news, though, is that ex-BN NW5 986 has just joined the NW2 at Denver—it's good to know that another of these rare EMD light road switchers has found a home. Interestingly, C&LC Trainmaster Ken Coombs came to Colorado from the Massachusetts Central, now the owner of the Southern Railway's only NW5, the 2100!

The very first locomotive on the C&LC roster, when it was operating only the Denver trackage, was a GE 44-tonner, No. 44. Originally built for the U.S. Army in February 1943, builder's number 15764, this unit had a very colorful history with overseas operation and then time at Ft. Eustis and as USAF 7439 before going to the U.S. Department of Transportation test track at Pueblo as DOT 002 in 1973. The 44 operated in C&LC Wheatland Yellow with black lettering before being sold to Evans Rail Corp. in Sterling, Colorado.

One other unit used at Denver for a time was ex-UP NW2 1087, which wore its UP livery throughout and has since been sold to the Platte River Power Authority for its Rawhide Short Line at Ft. Collins, Colorado.

The Plains Division

The C&LC's Plains Division stretches 107 miles, and it encounters its steepest grade in the first ten miles with a 1% climb east out of Limon to Genoa, a hill



that can sometimes give the C&LC trains a good fight. Continuing eastward, the line passes through several small towns, each with the ever-present grain elevators. The elevators, of course, are the main reason for the C&LC being there, and there are 15 active shippers on the line. While the grain-moving business booms during the harvest season, it's fertilizer to customers in Burlington and Stratton that helps out in the slack months.

Many sidings on the line are filled with cars the C&LC is storing for the Pullman Leasing Co. for a fee. At present these are covered hoppers being stored because of the downturn in business. For its own use, the C&LC is leasing 200 Genesee & Wyoming covered hoppers and boxcars of various road names for pinto bean loading from Brae Corporation.

The C&LC crosses into Kansas and passes the Great Western sugar refinery at Caruso, where C&LC service rights end and the BN's begin. Operating out of Norton, Kansas, 111 miles to the east, the BN provides service to 146 miles of RI trackage from Caruso to Phillipsburg, Kansas. For a short time after the Rock abandonment, the Union Pacific operated the track from its branch connection at Colby 41 miles west through Goodland to the GW refinery at Caruso. In September 1980, the BN took up operation of the entire line from Phillipsburg all the way west into Colorado, terminating at Seibert, and the UP withdrew back to the end of its own branch at Colby. Since the Great Western refinery was the biggest customer in the area, the BN retained operating rights to Caruso and gave up the track west of there to the C&LC in August 1981. The C&LC's interchange with the BN is at Goodland, while interchange with the UP is at Limon or via the BN at Colby. The C&LC accepts both BN and UP grain train rates.

The Plains Division's only open agency is at Limon, although they are thinking of opening one on the eastern end of the line. Three units are kept on the line, the two F-units at Limon and the Geep at Goodland. Normal operation sees the Goodland job going to work at 6:30 a.m., Mountain Time, Monday through Thursday. It works far west as needed and returns to Goodland each day. Both the C&LC and BN share the yard at Goodland, and on the days the BN runs west to Caruso (usually Wednesday and Friday) the C&LC tries to get out of town ahead of the BN job—if they don't, they have to wait at Goodland until the BN runs out to Caruso, completes its work and returns to Goodland.

The Limon job, called any time after 6:30 a.m., works only as needed, but on the days it runs it usually goes to Stratton to meet the Goodland job. In such instances, they swap consists and return to their home terminals. Occasionally one of the jobs will run the entire line and return home the next day.

JIM TITSWORTH

ROCK ISLAND HERITAGE is evident in the faded yellow depot at Stratton, still complete with order boards to greet the 105 on November 12. The Colorado-C&LC's first locomotive was 44-tonner 44, ex-DOT 002. Used on the Denver trackage, the 44 was fully painted Wheatland yellow and lettered in black with white frame stripes. It has since gone to Evans in Sterling, Colorado.

RUDY TITSWORTH

Railfanning the C&LC

Highways parallel the C&LC for the entire length of the Plains Division. Between Limon and Seibert, Interstate 70 runs along the south side of the tracks, and from Seibert east U.S. 24 is the route to take. As train speed is held to 30 m.p.h. or less, you can easily run ahead and set up for numerous photos.

If you're planning a visit, a call to the Limon office would be advisable to find out which train is running and when. The C&LC uses radio frequency 160.65. (Incidentally, Limon is an interesting place to watch the UP, too, as their two daily freights often have a variety of pool power including BN/Frisco, MP and WP along with just about anything the UP can dig up. Eastbound 118 passes Limon sometime between 6:30 and 8:30 in the morning, while westbound 117 can be anywhere from 7:30 in the evening to midnight.)

The future

The C&LC's Colorado operations face a somewhat uncertain future. Since it operates only by authority of ICC temporary service orders, its status could change almost any time. The track still belongs to the Rock Island estate and is subject to sale to any interested party (for instance, the Kansas Port Authority is reportedly negotiating to buy the portion of the Kansas main line now being operated by the BN with the possible intention of having it operated by Kyle Railways).

The C&LC is presently negotiating to establish itself in a more permanent manner by arranging to purchase its Denver and Colorado Springs trackage along with portions of the Plains Division. Since the C&LC's traffic is mostly agricultural, it tends to fluctuate depending upon the seasons, weather, grain prices, exports, etc. As long as the traffic remains reasonable and the line isn't sold to someone else in the meantime, the C&LC is prepared to serve its former-Rock Island customers for quite some time.

The BN into Goodland

by Jim Titsworth

JIM TITSWORTH

The old Chicago, Burlington & Quincy had a branch line to Oberlin, Kansas, that dropped south off its Denver-Kansas City main line at Orleans, Nebraska. About 17 miles of this 77-mile line—which boasted mixed train service into the mid-1960s—was trackage rights over the Rock Island between Almena Junction and CB&Q Junction, with the town of Norton in the middle. The Burlington Northern continues operation of this branch line and utilized it as an opportunity to take over service on a large segment of the Rock Island after its abandonment in March 1980.

Soon after The Rock's demise, the BN took up service east of Almena Junction 25 miles to Phillipsburg. This was followed shortly with service west of CB&Q Junction 53 miles to Gem. At this time, the Union Pacific was operating the Rock from Colby (eight miles west of Gem) 41 miles west to Caruso to serve the big Great Western sugar refinery (the UP has two branch lines that come into Colby from the south and east). In September 1980 the UP withdrew from the Rock line and the BN extended its service westward all the way into Colorado, terminating at Seibert. This made it possible to give service to the large number of grain shippers in the area.

The BN service was based out of Norton, with one job going east to Phillipsburg and one west to Seibert. Both of these trains would use the Oberlin Local as a connection up to the main line at Orleans. The crews on the jobs out of Norton are all former Rock Island men.

In August 1981 the BN withdrew from the RI track west of the GW refinery at Caruso and the Cadillac & Lake City took up operation of the line from Caruso west to Limon, Colorado, getting trackage rights over the BN to operate into the yard at Goodland, Kansas. As of January 1982, the BN operates the entire RI line from Phillipsburg to Caruso, Kansas, a total of 146 miles. The typical BN power on the former RI-line is GP20s, while the Oberlin job sees a variety of four-motor power, including a lot of GEs. When the UP had the line, they ran GP30s and GP35s.

The BN train from Norton runs to Phillipsburg on Monday, Wednesday and Friday, laying overnight at Phillipsburg and returning Tuesday, Thursday and Saturday (on the return trip days, the "P-burg" often meets the "Oberlin" at Almena Junction and gets fresh motive power). Traffic on the east end of the line consists mainly of grain elevators and a small retail cement dealer, Tamko Products and the Co-op Refinery at Phillipsburg. Tamko, a manufacturer of asphalt shingle and by-products, shipped or received 230 carloads in October 1980, very good business for the BN and the cause for occasional doubling of the 1% hill between Almena and Prairie View.

The BN west end job leaves Norton on Tuesday and Thursday and ties up in Goodland those nights. On Wednesday and Friday mornings they run west to Caruso and work the GW sugar refinery before returning to Goodland, making up their train and heading back for Norton.

Like most others operating Rock trackage on temporary service orders, the BN's future there is uncertain. As of January 1982 it was reported that the Kansas Port Authority is trying to buy the entire Rock main line across Kansas with the intent of having it operated by Kyle Railways. Only time will tell, but with the amount of traffic on the line, some form of future operation seems almost certain.

TWO PHOTOS RUDY TITSWORTH

BN GP20 2038 was working the "P'burg" on August 16, 1980, switching Tamko at Phillipsburg (above) and rolling west through Almena (below). At Almena Junction, it swapped the GP20 for a fresh GP40 off the "Oberlin," which then departed eastward (top left) behind an ex-CB&Q U28B and the 2038.

Four track farewell

by Jim Panza

PHOTOGRAPHY JIM PANZA, EXCEPT AS NOTED

The actual beginning to this goes back to February 22, 1981. On one of my jaunts to Slope interlocking on Conrail's former Pennsylvania R.R. main line in Altoona, Pennsylvania, I discovered that eastbound Number Two track was rusted from non-use. It seemed that because of the present downturn in traffic, Conrail just didn't have the need to use it. A temporary situation, for sure, I thought.

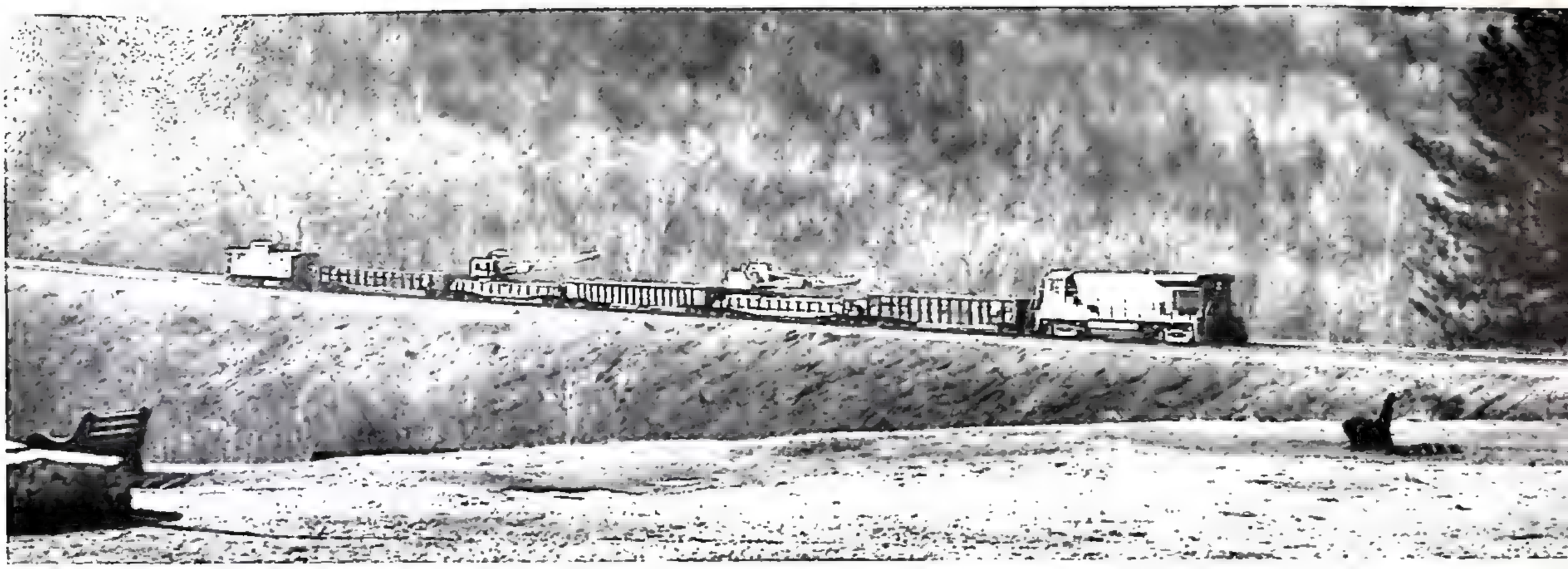
When I went on a hike along the main line west of Altoona exactly one month later, I found out differently. Number Two track, the inside eastbound main track, was definitely being pulled out of service. A rail-cutting crew had severed the welded rail and pulled most of the spikes, while signalmen had removed the position-light signals which once guarded the trains on Number Two.

On Tuesday, March 24, 1981, one of Conrail's rail trains began pulling up the rails on Number Two track. The rail train started at Slope interlocking in Altoona and was working west to Benny interlocking east of the Galitzin tunnels It moved at the snail's pace of one mile per day.

Wanting to get a shot of the rail train on Horseshoe Curve, I drove up there every day. Finally, on Monday, March 30, 1981, Conrail U23B 2717, SD40-2 6362 and SD40-2 6420 had progressed up to the site of the old Kittanning Point station. It was a dark dreary day, a fit setting for the end of the four-track main line. However, the rail train stopped for the day before actually pulling up the rails on Horseshoe Curve.

Tuesday, March 31, 1981, dawned a clear, beautiful day. I drove up to Horseshoe Curve at 9:00 a.m. There sat the rail train, with the head-end now into the east side of the Curve.

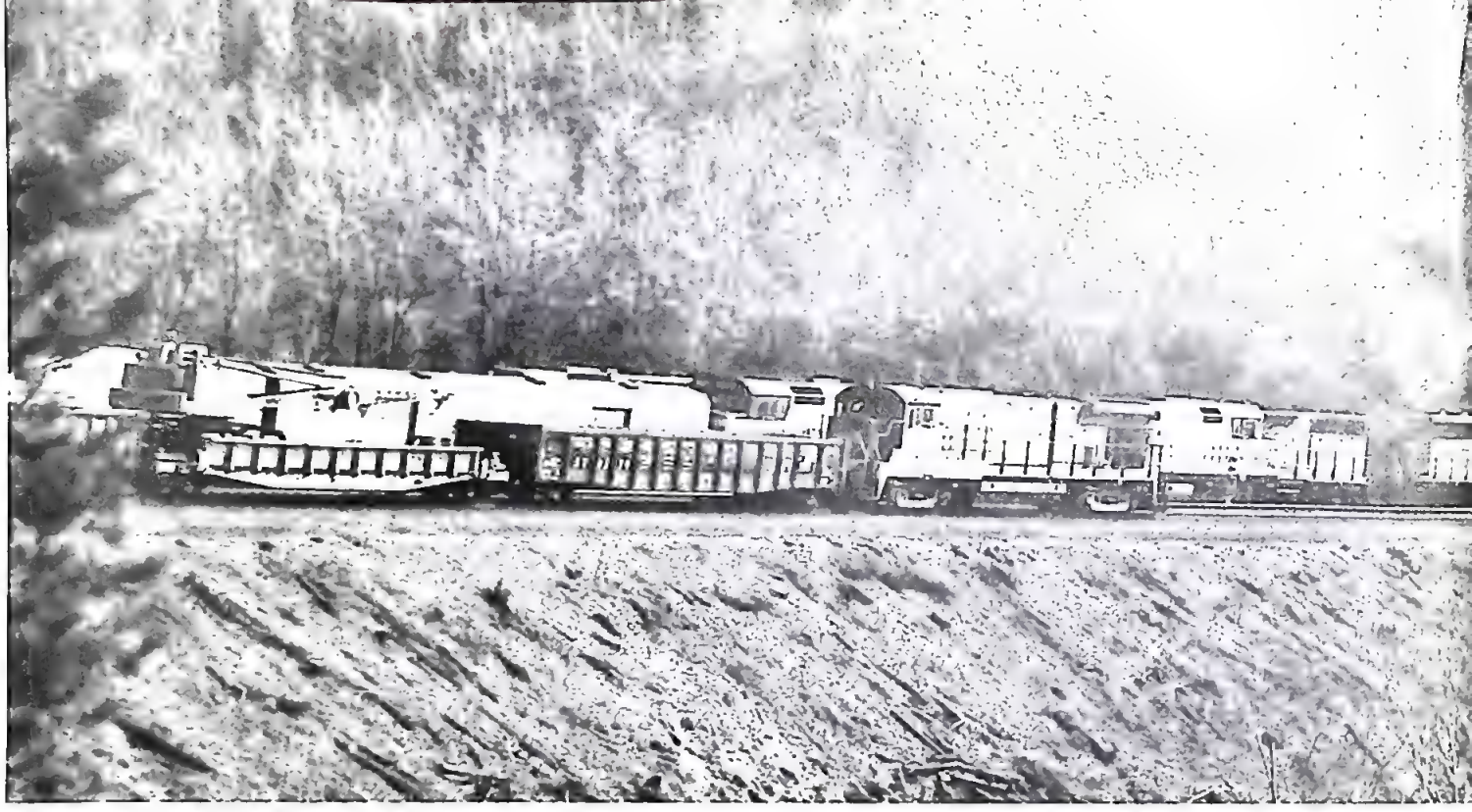
As I climbed the steps to the trackside level, I heard the chime whistle of the eastbound Amtrak *Broadway Limited* as she exited the Galitzin tunnels. Catching my breath from the long climb, I found a spot to photograph the meet between the rail train and the *Broadway*. About five minutes passed, when I heard the whine of dynamic brakes coming from the west side of the Curve. A lone B23-7 was dropping down the hill on Number One—the closest inside track—with a short work train. He stopped, perfectly posed, about two hundred feet in front of the rail train. As soon as he stopped, the *Broadway* came down the west side of the Curve on Number Three track with chimes blaring out a warning to the workmen. The *Broadway* passed through the heart of the Curve, and I set myself for a three-train meet. Suddenly, as if a railfan had written the script, a westbound Conrail piggyback came roaring into the Curve on Track

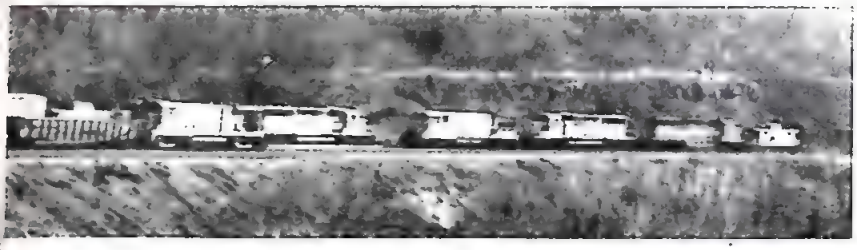


THE RAIL TRAIN removing Track Two approached Horsehoe Curve from the east (left) on March 30, 1981. The next day, shortly after 9:00 a.m., a work train behind a B23-7 approached from the west on Track One (above) and stopped just clear of the rail train. Amtrak's eastbound *Broadway Limited* showed up a few minutes later on Track Three (below) and passed behind the work train. As the *Broadway* neared the rail train (bottom) a westbound freight came howling up Track Four, producing a four-train/four-track meet!

Four. The last four train meet on Horseshoe Curve was unfolding before my eyes! The meet was perfectly timed so that the head-ends of the four trains converged at the same instant. Not only was it an exciting sight, but the noise shattered the tranquility of the Allegheny Mountains with calls of chime and air horns, dynamic brakes whining and the vacuum-cleaner roar of EMD 645s pulling a long string of TTX cars. The climax to the meet was the helpers shoving the piggybacker up the mountain.

Shortly after the meet, the work train departed eastward and the rail train advanced further into the Curve to pull up another section of rail. At 1:00 p.m., the first rails of Number Two track at Horseshoe Curve were loaded onto the rail train. The jointed rail at the center





THE *BROADWAY* EMERGED into view (top) as the freight continued uphill, passing the Amtraker's last car (left). The freight's pushers roared past the rail train (below left) and on around the Curve (below). A short while later, the rail train completely occupied the Curve, the last train ever on Track Two (bottom). The job was complete (below right) as the *Broadway* dropped down the Curve on January 16, 1982.

of the Curve was left for a work train to gather up at a later date. However, by the end of March 31, 1981, Horseshoe Curve was a three track main line.

Conrail is also lifting the rails on Number Four track between Altoona and Tyrone, and one track is to be removed between Johnstown and Cresson and between Duncannon and Harrisburg. These reductions will turn the famous Harrisburg-Pittsburgh "Broad Way" into a three-track main line from Harrisburg to Conpit Junction.

In addition, Conrail has abandoned the New Portage secondary between Galitzin and Duncansville, the by-pass route through Mule Shoe Curve. Westbound trains departing Hollidaysburg Yard which had previously used the New Portage cutoff are now pulled out backwards over the Hollidaysburg & Petersburg branch by helpers to Altoona, then turned loose to proceed west on the main line over Horseshoe. The process is reversed for Hollidaysburg-bound trains from the west. Most such traffic is shop cars going to and from Conrail's Sam Rea shop complex and Berwind Railway Services plant in Hollidaysburg. ⇐

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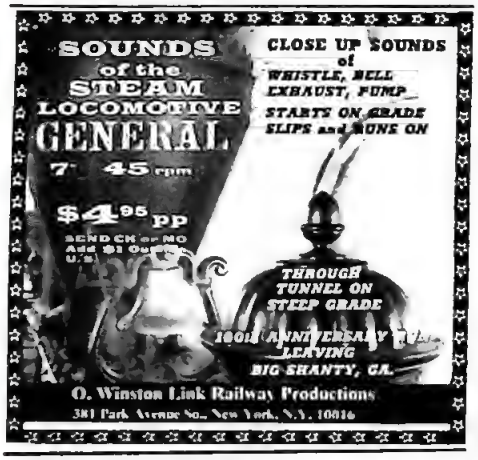
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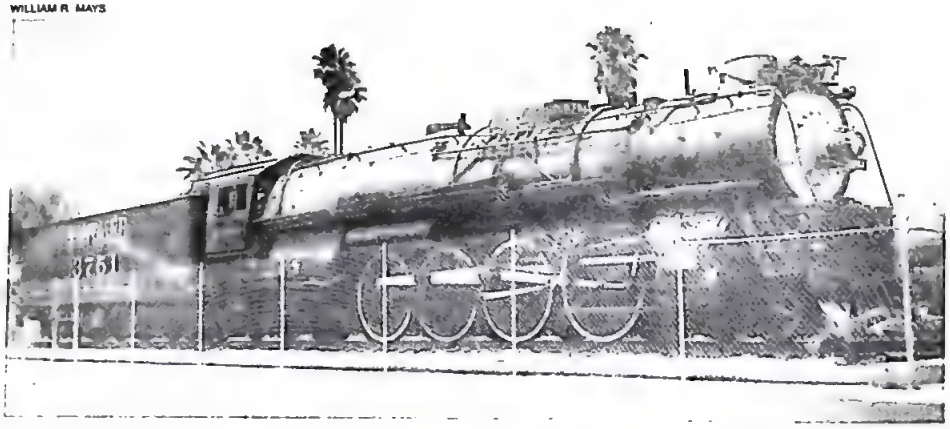

SANTA FE 4-8-4 3751, preserved in Viaduct Park, is undergoing overhaul and restoration for full steam operation with the enthusiastic backing of its owner, the City of San Bernardino.

Next in the West?

At its regular meeting in October 1981, the Park and Recreation Commission of the City of San Bernardino, California, passed a two-part resolution which formally recognized and authorized the San Bernardino Railroad Historical Society to restore the city-owned Santa Fe 4-8-4 3751, presently on display in Viaduct Park. While the modern-image-conscious AT&SF has remained cool toward the project, the city is enthusiastic and has authorized the full restoration of the locomotive and will permit it to travel elsewhere if necessary for operation so long as there is a guarantee of an eventual return home. Fund raising is well under way, and the city is agressively seeking state historical grant money while making city heavy equipment available for current preparation work (a city-supplied air compressor was being used recently to "blow out" the flues, and the resulting billows of soot boiling from the stack started a rash of rumors that she'd already been "lit off!"). The restoration crew has been working closely with the FRA inspector, and all concerned are determined to do the job *right* and secure full FRA certification. The locomotive was overhauled by the Santa Fe and "stored serviceable" before retirement without ever being fired up again and is in excellent condition with nothing more than the expected "idleness" deterioration. The boiler was in such good shape—and sufficiently "roomy" inside to permit a thorough visual inspection—that the FRA inspector gave them permission to proceed without having to remove a single flue.

The San Bernardino group has been successful in enlisting the services of a number of steam mechanics experienced on other recent restorations, such as SP 4449 and Southern's 2716, and is proceeding in a professional and responsible manner. They have no illusions about the immensity and long-term expense of the project, but the groundwork appears to have been well laid. One thing that they are missing, however—that could simplify the project if it could be located—is the "Form 4" paperwork for the locomotive. If anyone has or knows of such documentation or has railroad blueprints of the original or rebuilt versions of the 3751, please contact Project Coordinator Larry Wines, 3751 Project, Park and Recreation Department, City of San Bernardino, 300 North "D" Street, San Bernardino, CA 92418.

The 3751 is the oldest 4-8-4 in existence, being the Santa Fe's first of that wheel arrangement (proceeded in service only by NP and DL&W 4-8-4s). She was built by Baldwin in 1927 but was extensively modernized over the years. Still among the largest of all 4-8-4s, the 3751 and slightly outrates her 80-inch-drivered contemporaries 8444 and 4449 in tractive effort. As a part of her restoration, the 3751 is slated for a dual-fuel system to provide 500 gallons of diesel fuel for "cold

GLEN ICANBERRY

OPENING THE SMOKEBOX door required the careful use of a "come-along" to break the seal of paint. Left to right around the front are Bob Boyd, Randy Chase, Ron Rinum and Larry Wines.

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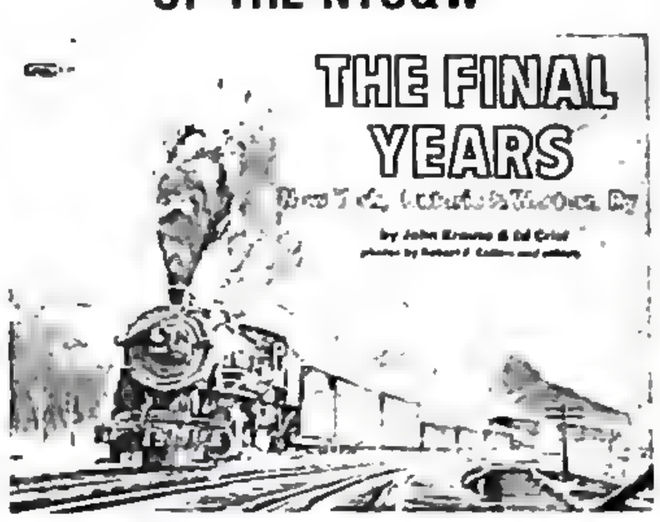

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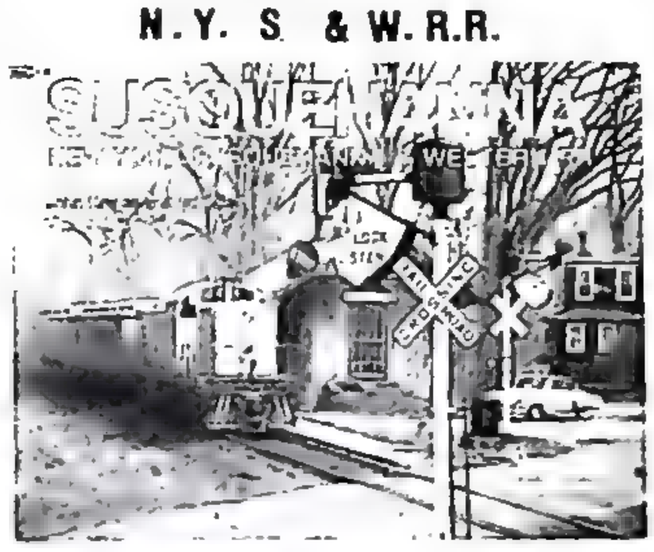

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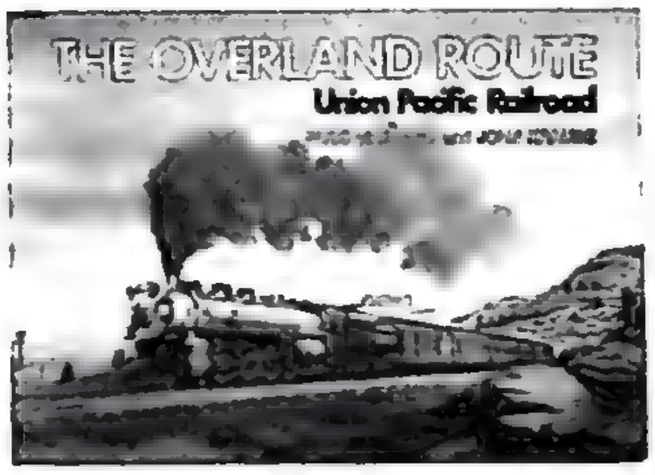

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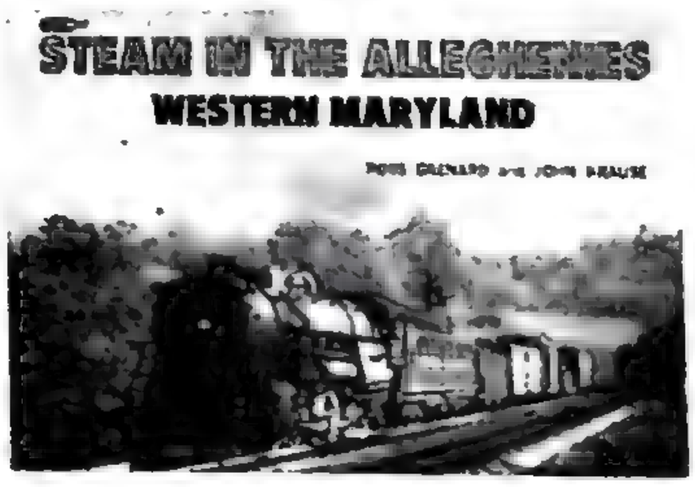

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NOT ON THE WHEEL REPORT *JOE EASLEY*

"Ya didn't make it—now I'll hafta pull the air!"

starts" until the heavier normal fuel oil can be heated to flow temperatures.

Although no project of this magnitude can be guaranteed success at such early stages, judging by the correspondence I've had with the people involved, the 3751 Project appears to have a group of realistic and well-organized professionals who stand a better than average chance of succeeding.

Daylight generation gap

I'd been quietly wondering why we hadn't seen more of photographer Ted Benson during the Sacramento Railfair last year, but a recent letter brought it all into focus. It seems that the Bensons' second daughter, Amy Elizabeth, was born on May 5, and ol' Dad was doing most of the babysitting with two-year-old Jessica during that time.

Living in relatively nearby Modesto made it possible to combine a little babysitting and railfanning, however, as Ted relates: "I did have the opportunity to take Jessica up to Sacramento the day 4449 and the UP engines arrived at the museum, and the two of us also chased 4449 for a spell on the way to Los Angeles. I came up with an idea for a RAILFANNING IS as a result. Railfanning is: Having your two-year-old daughter refer to a GS4 as the 'orange engine' when your own childhood memories of same are all basic black!"

Ann Arbor RS1 update

And speaking of Bensons, Cleveland photographer John C. Benson gave us an update on the Ann Arbor RS1 repaint project mentioned in the March MARKERS. A copy of the railroad's letter to Attorney Christopher Manthey read in part: "The Ann Arbor Railroad System is agreeable to repaint one of our RS1 engines in its original blue and gray paint scheme for a total amount (labor and material) of $3,550."

While the final figure is about twice what had been initialy estimated, it is still well within the practical range of fund raising. As a starter, they are selling 17×20" prints on heavy stock of a handsome Bruce Dicken pen-and-ink rendering of an Ann Arbor RS1 for $4.95 plus 50¢ handling. Anyone sending a donation of $10.00 to $25.00 will receive an original 35mm color slide of the locomotive when finished, and those donating $25.01 to

$100 will receive the slide plus an 8×10" color enlargement. Donations over $100 will receive the slide and print plus an authentic cast iron Alco-GE builders plate (not from an AA locomotive). This is a strictly non-profit organization with all proceeds going to the locomotive restoration.

We encourage you to send personal donations and to propose that your local railroad clubs, NRHS chapters and such contribute in the organization's name. The finished RS1 will be working on the Ann Arbor where it can be photographed in regular service. Send donations to Ann Arbor RS1 Fund, P.O. Box 18682, Cleveland Heights, OH 44118,

U-boat on the water

The nautical nickname applied to GE's U-series diesels has long been the fodder for bizarre humor, i.e. "Did you hear the Western Pacific has inaugurated its *Honolulu Zephyr?* It's using the new U-boats for power." That alone would have been justification for GE switching to its Dash-7 designations.

Well, some folks from the Maine Central Waterville Shop elevated this whole business to a much higher level when they won last Fourth of July's "Great Kennebec Whatever Race" with a nautical version of U18B 400, the *General Henry Knox!* The 21-foot-long, eight-foot-wide, six-foot-high plywood locomotive replica—complete with bell, horns, a flag and proper MEC gold and green paint job and pine-tree heralds—floated on 14 empty oil drums and was powered by a crew of paddlers skippered by Captain (and Waterville carman-helper) Tom Huard.

The write-up in the Maine Central *Messenger* describes the spirit of the "Great Kennebec Whatever Race" between Augusta and Gardner pretty well: "On the river, they joined floating versions of a lobster trap, a strawberry shortcake, a huge white duck and even Miss Piggy. There was an aircraft carrier, a stagecoach, a viking ship, a miniature square-rigger and several paddlewheel craft . . . literally hundreds of entries . . . most of which floated. And it was somewhat satisfying that the locomotive beat out a floating truck for first place.

"The *Kennebec Journal* reported that 'The race didn't start . . . it just happened. The north side of the Memorial Bridge was the theoretical starting line, but no one paid much attention to it. There was a great flurry of activity when the cannons roared, but some skippers already had allowed their craft to drift downriver as they dealt with more important chores . . . like keeping the cooler iced.' "

The MEC U-boat took the trophy for the best entry in the Commercial Division, and the Waterville crew has some even more interesting ideas for this year's race.

Number troubles

Even though nobody seems to have caught it, I have to " 'fess up" to a mistake in the January issue. After climbing all over the unit for two days and taking endless photos of it, BAR blue BL2 56 was referred to in all the MARKERS text and the color caption as the 55. I'd made the mistake in sketching up the color page layout and never checked another photo when writing up the caption and MARKERS text. It's the little ones you don't suspect that'll get ya' every time.

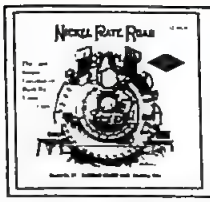
Something similar happened as I was "pasting up" the contents page on the March issue. I have about three years' worth of dates/volume numbers set ahead of time and simply take the next one on the sheet when I paste up the contents heading. By cutting out the next one *down* instead of the next one *over* on my sheet of type, I managed to identify the March 1982 issue as "Vol. 4 No. 5" instead of the correct "Vol. 4 No. *3*." The funny thing is that I never questioned or checked something so simple and obvious, but I *did* double-check to see that I had the correct "*Railroad*/founded 1906/Vol. 106 No. 9"—and that's more cosmetic than critical! March 1982 is actually Volume 4 Number 3, and the July 1982 issue will be correctly labeled Volume 4 Number 5. Sorry 'bout that.

Trains on TV

Railroads played a big part in a couple of television shows aired in January. On Wednesday, January 13, ABC's "Greatest American Hero"—the comedy take-off of the Superman image with the somewhat inept and embarrassed hero—featured an hour's worth of excellent footage on the San Diego & Arizona Eastern when its Geeps and a trainload of "atomic waste" were hijacked and were to be hurtled runaway-style into the

TWO PHOTOS RUTH BROCHU

MAINE CENTRAL'S floating U-boat No. 400, the *General Henry Knox*, goes churning out of Augusta on July 4, 1981, en route to a trophy in the "Great Kennebec Whatever Race."



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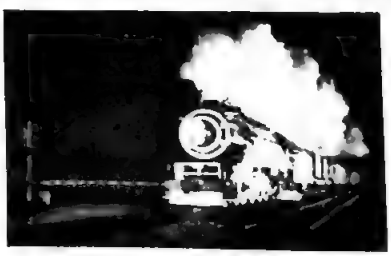

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middle of Bakersfield (isn't Bakersfield the West Coast's answer to New Jersey?). While the plot was humorous and improbable, the overall show was quite entertaining and the SD&AE chopped-nose Geeps got a lot of exposure.

One of the ironic aspects of the plot was something done quite accurately that sounded like wild science fiction. When the bad guys were trying to get the engineer to tell them how to circumvent the "dead-man peddle," he explained that these engines didn't have the old dead-man peddle but used instead an electric current from the seat to the control stand to detect the presence of the engineer—a very accurate description of an "Alerter" dead-man system!

"The Long Summer of George Adams," an NBC TV two-hour movie aired on Monday, January 18, starred James Garner as a steam locomotive hostler in 1952 facing the elimination of his job by diesels. Filmed in May 1981 on the Texas State Railroad

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KODACHROME PAUL D KING

"THE LONG SUMMER OF GEORGE ADAMS" was an NBC TV movie filmed on the Texas State Railroad in May 1981. Mikado 400 "starred" in filming at Maydelle, Texas.

mostly in the vicinity of Maydelle, Texas, the show gave excellent footage of TSR's handsome little ex-Magma Arizona/nee-Tremont & Gulf 2-8-2 400. The 1917 Baldwin Mike was relettered "Ozark & Panhandle" and was totally devoid of the usual Hollywood hokeyness.

The story was set in the fictional town of Cushing, Oklahoma, in 1952, and Paul King, a fireman on the TSR, reports that the railroad station, hotel and turntable scenes were shot on the TSR at Maydelle. The tall community water tower shown in the movie and many of the "downtown" scenes were shot in Cushing, *Texas*—the lettering on the water tank was the real thing.

Since the original depot at Maydelle is long gone, the movie people moved in a frame house and "detailed" it to represent a railroad station; the end result was pretty good. Far more realistic was the hostler's office made from a stationary tool car. Probably the only "prop" that was typically Hollywood was the railroad water tank with its rather structurally-unsound framework and an outrageously long water spout.

Garner's character, George Adams, hated diesels: "They sound ugly, look ugly and are bound to put us out of work!" The diesel used in the movie was very appropriate for the era, a 1947 RS2, originally owned by the Aluminum Company of America—an Alcoa Alco—and operated by the Port Comfort & Northern as their No. 7, now Texas State Railroad No. 7. The diesel and "modern" passenger train were yellow with red trim and managed to come blaring through town everytime George was trying to get romantic with his wife or temptress. Of course, the Erie fans back here in New Jersey were getting a kick out of that train of Stillwells that made up the "old" passenger consist behind the 400.

If you'd like to ride the railroad where the movie was shot, the Texas State Railroad runs Saturdays and Sundays from March 20 through May 30 and then daily except Tuesday and Wednesday through September 6, with weekend operation thereafter until October 31. The first trains depart both Rusk and Palestine, Texas, at 11:00 a.m. Motive power for 1982 is likely to be movie star 400 and ex-Southern Pacific 4-6-0 200 or ex-Texas & Pacific 4-6-0 201. If you're lucky, you might catch ex-Santa Fe 4-6-2 500 (March '82 R&R, page 2) in action.

KODACHROME MICHAEL A WISE

KODACOLOR N J SHACKLETTE

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MEXICO'S NATIONALIZED RAILWAYS bought three orders of M424s with Canadian comfort cabs from Bombardier last year. NdeM got 53 units (9500-9552); 9551 was on CN in Toronto on June 7, 1981. Ferrocarril del Pacifico got 16 units (560-575); the 567 was spotted on the MoP at E. St. Louis on July 13. The smallest order was three for Unidos del Sureste (525-527) seen on MoP at Dupo, Ill., September 13.

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The keystone, however, is the historic site and the new trains. Photos cannnot do them justice. Stand in front of one and you're immediately transported back to the time when the world's attention was focused on a small stretch of track at Promontory, Utah. If you're interested in reliving that moment, please fill out the coupon and we'll show you how it can be done.

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